

DOMINION OF CANADA

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ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL PERIOD FROM APRIL 1, 1907,  
TO MARCH 31, 1908

*Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906,  
Chapter 35, Section 33*

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EXCELLENT MAJESTY

1909







*To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1907, to March 31, 1908.

GEO. P. GRAHAM,

*Minister of Railways and Canals.*







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## REPORT OF THE DEPUTY MINISTER.

To the Honourable GEO. P. GRAHAM,  
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1908.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices.

In Part I. will be found statements showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

### GENERAL SUMMARY.

During the twelve months of the past fiscal year the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by Parliament, of railway enterprises in various parts of Canada other than the government roads, aggregate as follows:—

The total railway expenditure amounted to \$35,495,196.37; of which \$23,684,005.25 was charged to capital, \$2,215,895.69 to income, and \$9,595,295.43 to revenue.

The expenditure on capital included \$18,910,449.41 for the National Transcontinental Railway, which is being built by a Board of Commissioners.

The expenditure on income included the sum of \$2,037,629.30 paid as subsidies to railways other than the government roads, also \$123,679.22 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway was \$13,577,491.65, namely, on capital account \$4,382,494.01\*, and on revenue account \$9,157,435.53. On the maintenance of the Windsor branch the sum of \$37,912.11 was expended on revenue account.

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\* This includes the sum of \$19,000 paid under an award of the Exchequer Court in connection with the acquisition of the Canada Eastern Railway. In the statements of the Accountant of the Department, this item is treated separately under heading Canada Eastern Railway, but is included in Intercolonial Capital expenditures by the Comptroller of the Railway.



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The expenditure on the Prince Edward Island Railway aggregated \$790,409.62; of which \$390,461.83 was charged to capital, and \$399,947.79 to revenue.

The expenditure on canals aggregated \$3,221,984.73; of which \$1,723,156.07 was on capital account, \$508,010.19 on income, \$556,902.83 for staff, and \$433,915.64 on repairs, the last two items being charged to revenue.

Adding to the above further sum of \$45,115.99 for miscellaneous expenditures common to both branches, the total expenditure on railways and canals for the year amounts to \$38,762,297.09.

The total revenue received from the government railway and canal works was \$9,679,451.17, of which the canals produced \$144,882.13; the amount received from hydraulic rents being \$126,873.70. The railways produced \$9,534,569.04.

Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Record is, however, kept of the same for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

The total government expenditure on railways prior to and since confederation (July 1, 1867,) up to the 31st of March, 1908, amounts, on capital account, to \$185,734,462.04, which includes the sum of \$25,000,000 granted to the Canadian Pacific Railway Company for its main line. In addition, there has been expended from the consolidated fund a total of \$179,021,681.56, which includes \$37,616,131.84 paid as subsidies to railways in addition to the above for the Canadian Pacific, making a total expenditure of \$364,756,143.60.\* Of this amount the sum of \$13,881,460.65 was expended, prior to confederation, on the construction of portions of what is now the Intercolonial Railway system.

The total revenue derived from the government railways since July 1, 1867, to March 31, 1908, amounts to \$128,614,808.72.

The government expenditure on canals prior to and since July 1, 1867, to the close of the present fiscal year, March 31, 1908, amounts, on capital account, to \$93,457,874.28, of which \$20,593,866.13 was expended prior to confederation, and from the consolidated fund to \$25,994,453.39, making a total of \$119,452,327.67.

The total revenue derived from canals during the same period is \$13,763,468.60.

The total expenditure on railways and canals, up to March 31, 1908, is, as above, \$484,208,471.27; adding to which, for general expenditures embracing both, the further sum of \$784,739.49, the grand total expenditure amounts to \$484,993,210.76.

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\* This amount does not include the annual payment of \$119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905 granted by 47 Vic., Ch. 8 (1884), nor the annual payment of \$107,730, being interest at the rate of 4½ p. c. since and including 1905, on the said sum of \$2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (See Public Accounts 1893-94, page 10, and 1906, page 79.)



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The total revenue derived from railways and canals from July 1, 1867 to March 31, 1908, is \$142,378,277.32.

Details indicating the general classes and directions of the above expenditures will be found in the statements furnished by the accountant of the department, and printed in the appendices to this report, Part I., pages 3 to 50 inclusive.

## GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor Branch (maintained only, and leased for operation), and the Prince Edward Island Railway.

Details respecting these railways and their operation will be found in the appendices, Part II, containing reports from the Chief Engineer of the Department, the General Manager of Government Railways and the officials of these roads.

The gross earnings of the government roads for the twelve months from April 1, 1907, to March 31, 1908, amounted to \$9,534,569.04; the working expenses amounted to \$9,595,295.43, showing a loss of \$60,726.39.

The Intercolonial Railway working expenses amounted to \$9,157,435.53; its earnings amounted to \$9,173,558.80; a profit of \$16,123.27.

The Windsor Branch maintenance expenditure amounted to \$37,912.11; the government earnings amounted to \$56,430.41, leaving a profit of \$18,518.30.

The Prince Edward Island Railway working expenses amounted to \$399,947.79; its earnings amounted to \$304,579.83, the loss being \$95,367.96.

## INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169.81 miles to the operation of the government line.

The leasing agreement with the Grand Trunk Railway Company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., chap. 5 (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899) the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern Railway from Gibson to Loggieville, 123.67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge and connected property, 1.33 mile, was surrendered to the government.



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The total mileage in operation during the past year remained the same as in the preceding year, namely, 1,448.62 miles; 17.43 miles being double track. This is irrespective of spur lines and sidings, the aggregate length of which was 381½ miles.

The reports of the General Manager, the Chief Engineer, the Comptroller and Treasurer, and other officers of the railway will be found in the appendices hereto, Part II., and very full details are there supplied, which will be of interest.

#### CAPITAL ACCOUNT.

During the past twelve months of the fiscal year ended on March 31 1908 there has been an addition to the Capital Account of \$4,382,494.01, making the total capital expenditure on the whole road as amalgamated under the Acts 54-55 Vic., chap. 50 (1891) and 62-63 Vic., chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway, \$87,127,431.90.

The Capital additions included (omitting cents) the following more important items; for rolling stock, \$1,805,462; for strengthening bridges, \$245,165; engine house at Chaudière Junction, \$66,314; improvements at Sackville, \$58,344; at St. Rosalie, \$75,992; at Amherst, \$33,937; at Halifax, \$519,951; at St. John, \$48,973; at Mulgrave, \$39,641; at Truro, \$86,594; at Pictou, \$45,138; for the new locomotive and car shops and lands at Moncton, \$645,598; machinery for locomotive and car shops, \$85,864; for the extension to Sydney Mines, \$48,993; for putting in condition for operation the railway between Indian town and Blackville, \$35,855; for increased water service, \$54,330; for additional sidings, \$27,196. The expenditure, amongst other features of value tending to the improvement of the road, the convenience of its patrons, and the safety of its employees, comprised further provision of air-brake appliances to freight cars, at the cost of \$20,964; the placing of side ladders on box freight cars, and the change from the old link and pin drawbar to the M.C.B. coupler on a number of freight cars. The adoption of these measures of safety tend to remove the most fruitful sources of accident to the servants of a railway.

#### REVENUE ACCOUNT.

In the new account system, adopted in November, 1906, expenditures on revenue account are grouped under four main heads, each of which is sub-divided into a number of sub-heads, affording a ready means of checking and comparing the details, and enabling the executive to control cost, and to stop any tendency to waste at any point in the operation of the railway where it may appear. It is a thoroughly business system, and is found to work most satisfactorily, now that the initial difficulties of its establishment have been mastered.

The main heads and the expenditures under them for the twelve months of the fiscal year ended March 31, 1908, are as follows: Maintenance of way and structures (10 sub-heads), \$1,630,965.29; maintenance of equipment (9 sub-heads), \$1,996,388.62; conducting transportation (25 sub-heads), \$5,442,672.49; against which are credited certain items for car service, hire of equipment, and rents of buildings and other



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property aggregating \$162,150.83, making the net cost \$5,280,521.66; general expenses (7 sub-heads), \$249,559.96. The aggregate expenditure under these four headings was \$9,157,435.53.

The gross earnings of the year amounted to \$9,173,558.80, leaving a surplus of \$16,123.27.

The passenger earnings amounted to \$2,711,416.98, or 29.56 per cent of the gross earnings; the freight earnings were \$6,054,493.45, or 66 per cent; the mail and express earnings were \$349,538.06, or 3.81 per cent, and miscellaneous items amounted to \$58,110.31, or 0.63 per cent.

The gross earnings per mile of railway (1,448.62 miles) were \$6,332.62; per engine mile, 93.02 cents; per train mile, \$1.25, and per car mile, 9.49 cents.

The total engine mileage was 9,862,446 miles; the total train mileage, 7,335,000 miles, and the total car mileage, 96,706,576 miles.

The expenses per mile of railway were as follows: Maintenance of way and structures, \$1,125.87; maintenance of equipment, \$1,378.13; conducting transportation, \$3,645.21, and general expenses, \$172.27; total, \$6,321.48.

The expenses per train mile, under the above headings, were as follows: Maintenance of way and structures, 22.24 cents; maintenance of equipment, 27.22 cents; conducting transportation, 71.99 cents, and general expenses, 3.40 cents; total, \$1.2485.

The ratio of expenses to the gross earnings was as follows: Maintenance of way and structures, 17.78 per cent; maintenance of equipment, 21.76 per cent; conducting transportation, 57.56 per cent, and general expenses, 2.72 per cent.

Amongst the 10 items of details of cost of 'maintenance of way and structures,' the most important are (omitting cents): Repairs of roadway, \$980,140; renewals of rails, \$88,251; renewals of ties, \$225,390; repairs and renewals of bridges and culverts, \$53,441; repairs and renewals of fences, road crossings, signs and cattle-guards, \$55,292, and repairs and renewals of buildings and fixtures, \$203,297.

Amongst the nine items of details of 'maintenance of equipment' are (omitting cents) superintendence, \$100,534; repairs and renewals of locomotives, \$783,200; of passenger cars, \$310,214; of freight cars, \$604,984; of work cars, \$32,527, and of shop machinery and tools, \$64,942. The average cost of repairs per passenger car was \$714.50, and per freight car, 53.84.

The 25 divisions under the heading 'Conducting transportation' include the following (omitting cents): Superintendence, \$129,278; engine and roundhouse men, \$872,242; fuel for locomotives, \$1,786,526; water supply for locomotives, \$62,795; train service, \$722,082; train supplies and expenses, \$188,168; switchmen, flagmen and watchmen, \$248,524; telegraph expenses, \$178,900; station service, \$622,544; station supplies, \$96,007; loss and damage, \$50,513; operating marine equipment, \$41,340; advertising, \$43,881; outside agencies, \$63,574, and rents for tracks, yards and terminals, \$120,142.



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The 7 items of 'general expenses' included (omitting cents): Salaries of general officers, \$14,719; salaries of clerks and attendants, 88,317; insurance, \$85,564, and law expenses, \$13,851.

The usual comparisons with the expenditures and revenues of the preceding fiscal year, 1906-7 (which comprised nine months only) are omitted in the report of the Comptroller of the Railway, but he has compiled comparative statements of the corresponding periods, of 12 months, in respect of certain important features, from which the following items of information are taken:—

Compared with the 12 months ended on the 31st of March, 1907, the corresponding period ended on the 31st of March, 1908, resulted in an increase in gross earnings of \$867,575.11, of which \$168,984.60 was from passenger traffic, \$636,386.79 from freight, and \$62,201.82 from mails and express. There was an increase of \$593.55 per mile of railway, and of 3 cents per train mile. The increase in the number of passengers was 102,923, the increase being due to the local passenger traffic, the number of through passengers showing a decrease of 57,471. The freight traffic showed an increase of 659,775 tons; local traffic having been increased by 564,334 tons, and through traffic by 95,441 tons.

A comparison of working expenses for the same period shows an increase of \$1,301,123.16, or, per mile of railway, an increase of \$893.12; per engine mile, an increase of 6.68 cents, and per train mile, an increase of 10 cents.

The following was the total equipment of the railway on March 31, 1908: Total locomotives, 370; total cars of all kinds, 12,539; comprising sleeping cars, first-class, 41; second-class, 40; parlour cars, 9; dining-cars, 9; passenger cars, first-class, 138; second-class, 99; postal and smoking cars, 34; express and baggage cars, 60; air-brake and instruction car, 1; steam motor cars, 4; box cars, 6,624; refrigerator cars, 140; platform cars, 3,090; pulp wood cars, 50; oil tank cars, 25 hopper cars, 1,199; gondola coal cars, 17; coal cars (20-ton capacity), 471; stock cars, 148; auxiliary tool cars, 21; convertible dump cars, 200; vans, 119. In addition, there were 53 common snow ploughs, 20 wing ploughs, 2 rotary steam ploughs, 2 double-track ploughs, 1 double end plough, 25 flangers; making a total of 103 ploughs and flangers; 8 steam cranes and 2 ballast plough cars.

It has to be observed that of the total equipment above set out, 3 locomotives and 184 cars of various kinds were listed as to be replaced at the close of the year, so far as mere numbers are concerned.

Of the official number of locomotives, 6 were short from the previous year and one was condemned during the year, making a total of 7 short with list. Sixteen locomotives were purchased on capital account; 532 cars of various kinds were condemned and 348 replaced.

On capital account the following items of rolling stock were purchased: 10 locomotives, consolidation type; 6 locomotives, Pacific type; 4 steam motor cars; 376 box cars, 80,000 lbs. capacity; 252 box cars, 60,000 lbs. capacity; 31 refrigerator cars.



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60,000 lbs. capacity; 310 platform cars, 80,000 lbs. capacity; 85 hopper cars, 30,000 lbs. capacity; 25 stock cars, 60,000 lbs. capacity; 70 Hart convertible dump cars, 80,000 lbs. capacity.

On revenue account, the following items of rolling stock were purchased: 1 first-class sleeping car, 1 dining car, 2 postal and smoking cars, 2 express and baggage cars, 100 box cars, 60,000 lbs. capacity, of which 69 replaced that number of smaller capacity; 100 platform cars, 80,000 lbs. capacity, all replacing cars of smaller capacity; 3 refrigerator cars, 60,000 lbs. capacity, all three replacing cars of smaller capacity; 92 hopper cars, 30,000 lbs. capacity, all replacing cars of smaller capacity; 9 stock cars, 60,000 lbs. capacity, replacing smaller capacity cars; 8 vans.

The value of the stores on hand on March 31, 1908, was \$1,365,935.64; including fuel, \$79,103.55, and roadway and bridge material, \$865,606.45.

GENERAL NOTES *re* INTERCOLONIAL RAILWAY.

The number of miles run by locomotives was 9,862,446. The engines consumed 506,043 tons of coal, or 11,493 lbs. per 100 miles, 138,247 pints of valve oil, or 1.40 pint per 100 miles, 320,982 pints of engine oil, or 3.25 pints per 100 miles, and 231,723 pounds of waste, or 2.35 pounds per 100 miles.

Details of a corresponding character are registered in respect of all items of material used on the road.

The number of passengers carried was 2,789,371, of whom 2,593,886 were local and 195,485 through passengers. The freight traffic aggregated 4,134,046 tons.

The following shows the principal items comprised in the freight traffic :

The railway carried :—

Of agricultural products 390,543 tons, including 100,379 tons of grain and 152,862 tons of flour; of animals and fish and their products 74,940 tons, including 14,148 tons of dressed meats and 32,740 tons of fish, fresh and salted; of products of mines 1,371,280 tons including 1,145,097 tons of coal and coke; 60,704 tons of ore, and 157,152 tons of stone, sand, &c.; of products of the forest, 1,151,923 tons, including 500,990 tons of lumber and 286,242 tons of pulp wood, and of manufactured goods 1,145,378 tons, including 155,258 tons of rails, 104,689 tons of pig and bloom iron and 85,469 tons of steel billets, 22,205 tons of petroleum and oils, and 46,821 tons of sugar.

Details of works executed, of freight movement, of rolling stock, together with various financial and other statements, will be found in the appendices to this report.

The extensive works at Moncton in the way of reconstruction of the railway shops, necessitated by the disastrous fire of February 24, 1906, though not yet completed, have made such progress that the work of installing the new machinery is being carried on, and before long the whole will be in active operation. Advantage has been taken of the occurrence to readjust and extend, on up to date lines, the layout of the yards



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at this point; and the ultimate benefit to the road from the better facilities afforded will more than compensate for the present inconvenience experienced.

Notwithstanding the difficulties arising from the deprivation of shop facilities, involving exposure to the inclemency of the weather and other drawbacks, much important work has been executed, with the limited accommodation available. The report of Mr. Joughins, the Superintendent of Motive Power, which will be found in the appendices, gives full information as to the details of the work, both at Moncton and in the shops at Richmond and Rivière du Loup.

The work at Moncton included the building of four locomotives, to replace others of smaller type, and a number of freight cars of various kinds, the partial rebuilding of 12 locomotives, general repairs to 91, heavy repairs to 31, and light repairs to 65 locomotives.

The following information dealing with traffic averages will be of interest :—

In 1906-06 the average tons of freight carried per train producing revenue was 224·29, and the number of passengers 55·01; in 1907-08, the average freight tonnage was 228·34, and passengers 52·82.

In 1906-07, the average tons per loaded car, producing revenue, was 15·96, and the number of passengers 9·75; in 1907-08 the number of tons was 16·82, and of passengers 9·10.

The number of tons per train all freight, in 1906-07, was 237·22 and in 1907-08, 238·04.

The number of tons per car, all freight, in 1906-07, was 16·87, and, in 1907-08, 17·54.

The average distance each ton of freight was carried, in 1906-07 was 260·34 miles, and, in 1907-08, the distance was 252·84 miles. The average distances passengers were carried in those years were 54·71 miles and 52·21 miles respectively.

The average number of loaded cars per train in 1906-07 was 14·06 cars of freight and 5·64 cars of passengers : in 1907-08, the number of freight cars per train was 13·57, and of passengers, 5·80.

The average number of empty cars per train in 1906-07 was 2·33, and in 1907-08, 3·16.

In 1906-07 the average of train miles per miles of road was, for freight, 2,095·80, and for passengers, 1,403·79; in 1907-08 these figures were, respectively, 3,160·06 and 1,903·38.

In 1906-07 the average per mile of road was of revenue freight 470,072·97 tons, and of passengers 77,229·49; in 1907-08 these figures were increased to 721,575·27 tons of freight and 100,535·40 passengers.



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The number of tons of all-freight carried, per mile of road, in 1906-07 was 497,160·46, and in 1907-08, 752,232·58.

In my report last year I promised to deal with the weight and tractive power of the locomotives on the Intercolonial Railway, and to examine into the question as to whether the original stock was being sufficiently maintained on revenue account.

I observed that it might be accepted as a fundamental principle that it was the duty of a railway to keep up, out of its earnings, the tractive power originally supplied from capital, but that it did not follow that the actual number of locomotives should be maintained; that it is the capacity of hauling that governs, not the mere numerical equivalent.

On looking into the position, I find that on the 30th of June, 1907, the official number of locomotives on the railway was 204, of a total weight of 29,606,550 lbs., with a total tractive power of 2,686,725 lbs.

Up to the 31st of March, 1908, 46 new locomotives have been acquired, on revenue account, to replace a similar number scrapped; of these, 12 were built in the Moncton shops; the remainder were secured from locomotive manufacturers. The 46 new locomotives weigh 11,073,334 lbs., with a total tractive power of 1,191,941 lbs.; the 46 which they replaced weighed 5,824,250, with a tractive power of 493,812 lbs., so that the 46 new locomotives supplied on revenue account were equal to 110 of the old stock; hence, on a proper computation of the relative value of the stock, over 50 per cent has been renewed out of revenue.

On the 31st of March, 1908, the total number of locomotives on the railway was 370; weighing 82,833,354 lbs., with a total tractive power of 9,507,162 lbs., so that 181 locomotives have been purchased on capital account of a total weight of 47,977,720 lbs., with a total tractive power of 6,122,308 lbs.

## WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all costs of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends for a further term of twenty-one years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial Railway.



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The gross government receipts for the twelve months of the fiscal year ended on the 31st of March, 1908, amounted to \$56,430.41. The expenses of maintenance aggregated \$37,912.11, leaving a net profit of \$18,518.30.

## PRINCE EDWARD ISLAND RAILWAY.

The mileage of the railway for the twelve months of the fiscal year ended on the 31st of March, 1908, remained the same as in the previous year, namely, 267.5 miles.

There was an addition to the capital account expenditure during the year of \$390,461.83, making the total capital expenditure on the railway up to the 31st of March, 1908, \$7,697,761.04. The main portion of the increase was due to the provision of further accommodation at Charlottetown, namely, a car shop, an erecting shop, and a freight shed with offices, on which \$229,875.71 was expended. The wharf at Souris was extended at a cost of \$51,159.05. New machinery was purchased for the new railway shops at Charlottetown, to the value of \$35,456.50, and rolling stock to the value of \$73,281.21, including 4 locomotives purchased, and 23 box freight cars built at the Charlottetown shops.

## REVENUE ACCOUNT.

The gross earnings of the year amounted to \$304,579.83 and the expenditure to \$399,947.79, making an excess of expenditure over earnings of \$95,367.96.

The expenditure on revenue account is now classified in the same way as that of the Intercolonial, namely, under four heads, with their several sub-heads. It comprised: 'Maintenance of way and structures,' \$118,142.53, which included, for repairs to roadway, \$77,525, and repairs to buildings and fixtures, \$20,430.87; 'Maintenance of equipment,' \$72,309.47, included in which was a total of \$23,602.63 for repairs and renewals of locomotives, and \$23,237.58 for repairs and renewals of passenger cars; 'Conducting transportation,' \$203,938.65, against which were credits amounting to \$8,856.62 for hire of equipment, and rents, leaving the net charge under this heading \$195,082.03; 'General expenses,' \$14,413.76, which includes the salaries of the general officers, clerks and attendants.

The number of passengers carried was 317,828, producing \$132,382.76. Of freight, 97,250 tons were carried, producing \$146,280.99. The earnings from mails and sundries amounted to \$25,916.08.

The freight included agricultural products, 28,492 tons; animal products, 8,848 tons; products of mines, 7,265 tons; forest products (lumber), 12,915 tons; manufactures, 4,868 tons; miscellaneous, 34,862 tons.

The engine mileage aggregated 441,975 miles; the train mileage, 331,232 miles, and the car mileage, 2,073,207 miles.

The locomotive consumption of coal was 11,889 tons, or 5,596 lbs. per 100 miles; of valve oil, 7,520 pints, or 1.58 pint per 100 miles; of engine oil, 17,356 pints, or 3.64 pints per 100 miles, and of waste, 8,231 lbs., or 1.73 lb. per 100 miles.



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The gross earnings per mile of railway amounted to \$1,140.75; per engine mile, to 68.91 cents; per train mile, to \$91.95, and per car mile, to 14.69 cents.

The working expenses per mile of railway amounted to \$1,497.92, and per train mile to 120.75 cents.

The value of the stores on hand on March 31, 1908, was \$81,566.21, including fuel \$14,615.91.

The total rolling stock equipment of the railway on March 31, 1908, was as follows: Locomotives, 31; passenger cars, first-class, 23; second-class, 12; combined second and baggage cars, 7; postal and smoking, 4; baggage, 6; pay-car, 1; vans, 4; box freight, 271; refrigerator cars, 3; stock cars, 21; coal cars, 22; platform, 147; or a total of 525. In addition, there were 10 snow ploughs and 9 flangers.

The mechanical superintendent reports that the rolling stock is in a high state of efficiency, and is equipped with Westinghouse air brakes, steam heat and M.C.B. couplers.

## BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Ed. VII., chap. 58 (1903) amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62) to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

## NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have agreed with His Majesty in respect of the construction of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is to be composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and through the province of Manitoba to the city of Winnipeg, and the western division, between Winnipeg, or some point on the said eastern division, and the Pacific ocean. The eastern division is to be constructed by the government under four commissioners appointed by the



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Governor in Council, and thereafter leased to and maintained and operated by the company, who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than \$20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction, such amount not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains (such limit to be established by the chief engineer of the company and the chief engineer of the government, as the result of actual surveys to be made).

The several expenditures to be made under these Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly. The board are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The Board of Commissioners was duly appointed by Order in Council, together with the necessary officers, and is established with its headquarters in the city of Ottawa.

The report of the board for the fiscal period of 12 months ended March 31, 1908, has been received and will be laid before parliament in due course.

It may, however, be desirable to briefly summarize here the results of operations carried on.

On the eastern division, Moncton to Winnipeg, at the close of the year, the surveys and final location of the entire line were completed, subject to slight revisions, and to the location of the railway for about  $2\frac{1}{4}$  miles of the entrance into Winnipeg. A reduction of distance of about 13 miles had been made: the through distance from Moncton to Winnipeg being now 1,804.47 miles.

Contracts for construction were let during the year, covering 373.6 miles, making, with the 852 miles placed under contract in the preceding year, a total of 1,225.6 miles under construction, also contracts for steel rails and fastenings, ties and bridge superstructures.

The expenditures during the year aggregated \$18,910,449.41. Of this amount, a total of \$17,900,603.12 was paid for construction on the six several districts into which the work is divided. The total expenditure on the railway amounts, up to the 31st of March, 1908, to \$27,057,944.04.



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On the western division of the railway, in course of construction by the Grand Trunk Pacific Railway Company, the position at the close of the fiscal year, the 31st of March, 1908, is shown by the report of the government chief engineer, Mr. Collingwood Schreiber, C.M.G., dated May 14, 1908, to be as follows:—

The point of division between the 'prairie section' and the 'mountain section' had been fixed as at the east bank of Wolfe creek, a distance of 916 miles from Winnipeg, or 123 miles west of Edmonton.

The location plans and profiles for this distance had been approved by Order in Council, also the plans and profiles for a further distance of 169 miles westerly from Wolfe creek, together with those for the first 50 miles east from Prince Rupert the Pacific terminus of the road.

The grading and bridging of the 'prairie section,' 916 miles, and 100 miles of the 'mountain section,' are under contract.

On the distance, 781 miles, from Winnipeg to a point half a mile west of the North Saskatchewan bridge, 660 miles was practically completed. Of the bridge work on the 'prairie section,' which will be steel superstructures on concrete piers and abutments, the bridge over the South Saskatchewan, which is 1,501 feet long, was completed; the Assiniboia river bridge, 10 miles east of Portage la Prairie, 426 feet long, was nearing completion; at the bridge over the Assiniboia at St. Lazare, 250 feet long, the concrete substructure was completed and the steel superstructure ready for erection. Forty per cent of the concrete substructure for the Battle river bridge, 2,770 feet long, was completed; at the North Saskatchewan bridge, the concrete substructure was completed, and the steel superstructure ready for erection. The track had been laid for a distance in all of 378 miles, and sufficient rails were in stock to lay 292 miles, the balance coming forward being sufficient to reach Edmonton. The difficulty in procuring ties had been overcome. One hundred and sixty miles of track had been ballasted and was in safe condition for public traffic.

Station buildings had been erected at Portage la Prairie and Nokomis, and others were in course of erection at Rivers and Melville—two divisional points; 55 miles of wire fencing had been erected and 271 miles of telegraph. In the autumn of 1907 the farmers between Portage la Prairie and Melville were assisted by the attachment of cars to the working trains for the transport of their grain eastward.

### RAILWAY SUBSIDIES.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been fully earned and paid prior to April 1, 1907.

A tabulated statement of payments will be found in Part I., and a list of subsidy agreements entered into during the fiscal year in Part IV.



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The several subsidy Acts passed in each year from 1882 will be found in Part III. No subsidies were authorized in the sessions of 1895, 1896, 1898, 1902 and 1905.

Information has been brought down to the end of the fiscal year 1907-08, March 31, 1908.

#### SUBSIDY CONTRACTS ENTERED INTO DURING 1907-08, TO MARCH 31, 1908.

Atlantic, Quebec and Western Railway Company.—From Paspébiac to Gaspé, as near the shore as practicable, 102 miles; contract dated February 20, 1908.

Canadian Northern Quebec Railway Company.—From or near Garneau Junction to or towards Quebec Bridge, 70 miles; contract dated April 8, 1907.

Canadian Northern Quebec Railway Company.—Connecting its Montfort and Gatineau line with the main line at St. Jerome 22 miles; contract dated April 10, 1907.

Colchester Coal and Railway Company, Limited.—From Debert Station to Debert Coal Mine, or from Debert Coal Mine to northern terminus of Londonderry Iron and Mining Co. Railway near East Mines, 4½ miles; contract dated May 20, 1907.

Central Ontario Railway Company.—From a point at or near Bancroft to a point on the Canada Atlantic Railway (Grand Trunk) at or near Whitney, 40 miles; contract dated June 10, 1907.

Canadian Pacific Railway Company.—From a point between St Phillippe d'Argenteuil and Lachute, thence northerly through Brownsburg, 4·2 miles; contract dated August 22, 1907.

Canadian Pacific Railway Company.—From a point at or near Teulon to a point on the Icelandic River, 35 miles; contract dated September 28, 1907.

La Compagnie du chemin de fer de Colonisation du Nord.—From Lake Nomingue to Le Lièvre, 35 miles; contract dated December 27, 1907.

Edmonton Yukon and Pacific Railway Company.—From Strathcona to Edmonton, 50 miles; contract dated December 18, 1907.

Kettle River Valley Railway Company.—From Grand Forks to a point 50 miles up the north fork and west fork of the north fork of Kettle River, 50 miles; contract dated June 6, 1907.

Klondike Mines Railway Company.—From Dawson to a point at or near Sulphur Springs, not exceeding 31 miles; contract dated May 10, 1907.

Klondike Mines Railway Company.—From a point at or near Sulphur Springs to a point at or near the divide between the Dominion and Flat Creeks, not exceeding 45 miles; contract dated May 10, 1907.

Klondike Mines Railway Company.—From the said divide to the Stewart River, not exceeding 8 miles; contract dated May 10, 1907.

Kootenay Central Railway Company.—From Golden towards the International boundary line, via Windermere and Fort Steele, crossing Crow's Nest Railway at or near Elks, 186 miles; contract dated April 4, 1907.



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Margaree Coal and Railway Company, Limited.—From St. Rose, 34 miles and from a point on the Intercolonial Railway, 4 miles, in all 38 miles; contract dated June 14, 1907.

Midland Railway Company, Limited.—Bridge over Shubenacadie River; contract dated July 5, 1907.

Nicola, Kamloops and Similkameen Coal and Railway Company.—From Spence's Bridge on Canadian Pacific Railway to Nicola Lake, 47 miles; contract dated June 24, 1907.

Ottawa, Northern and Western Railway Company.—From a point on the Ottawa and Gatineau Railway to boundary line of city of Hull,  $\frac{1}{4}$  mile; contract dated June 13, 1907.

Ottawa, Northern and Western Railway Company.—From Aylmer to Hull 9 miles, contract dated June 12, 1907.

Orford Mountain Railway Company.—From Bolton Line to Mansonville, 7.54 miles; contract dated February 1, 1908.

Quebec and Lake St. John Railway Company.—From a point on their railway near River Jeannotte to La Tuque on St. Maurice River, 35 miles; contract dated January 10, 1908.

Tilsonburg, Lake Erie and Pacific Railway Company.—From Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, &c., 35 miles; contract dated June 10, 1907.

## SUBSIDIES PAID DURING FISCAL YEAR ENDED MARCH 31, 1908.

Atlantic and Northwest Railway . . . . .	\$ 186,600 00
Atlantic, Quebec and Western Railway, 20 miles . . . . .	64,000 00
Canadian Northern Ontario Railway, 265 miles . . . . .	244,224 00
Canadian Northern Quebec Railway, 85.20 miles . . . . .	256,870 40
Canadian Pacific Railway, 4.07 miles . . . . .	3,424 00
Central Ontario Railway, 40 miles . . . . .	76,861 36
Colchester Coal and Railway, 4 miles . . . . .	12,800 00
Edmonton, Yukon and Pacific Railway, 50 miles . . . . .	91,200 00
Halifax and Southwestern Railway, 145 miles . . . . .	316,567 73
Kettle River Valley Railway, 43.40 miles . . . . .	97,771 52
Klondike Mines Railway, 30.81 miles . . . . .	101,184 00
Midland Railway Company, Limited, bridge . . . . .	31,892 40
Minudie Coal Company, Limited, 5.79 miles . . . . .	18,544 00
Napierville Junction Railway, 27.10 miles . . . . .	173,440 00
Nicola, Kamloops and Similkameen Railway, 41.20 miles . . . . .	190,208 00
Orford Mountain Railway, 7.54 miles . . . . .	24,128 00
Ottawa, Northern and Western Railway, 7.863 miles . . . . .	4,243 20
Quebec Central Railway, 9 miles . . . . .	55,638 69
Quebec and Lake St. John Railway, 35 miles . . . . .	73,472 00
York and Carleton Railway, 4.55 miles . . . . .	14,560 00
	<hr/>
	\$2,037,629 30



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## GOVERNMENT ACTION AS TO SUBSIDIZED RAILWAYS.

(The numbers within brackets after title of the company refer to the lists of railways for which subsidies have been authorized by Parliament year by year, from the commencement of the system of railway subsidies in 1882, in the appendices hereto.)

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made, in so far as the Dominion government is concerned; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy.

The following shows the aggregate of the payments made on subsidy accounts:—

For the fiscal year 1883-84, ended on June 30, 1884..	\$ 208,000 00
“ 1884-85 “ 1885..	403,245 00
“ 1885-86- “ 1886..	2,171,249 00
“ 1886-87 “ 1887..	1,406,533 00
“ 1887-88 “ 1888..	1,027,041 92
“ 1888-89 “ 1889..	846,721 83
“ 1889-90 “ 1890..	1,678,195 72*
“ 1890-91 “ 1891..	1,265,705 87*
“ 1891-92 “ 1892..	1,248,215 93*
“ 1892-93 “ 1893..	811,394 07*
“ 1893-94 “ 1894..	1,229,885 10*
“ 1894-95 “ 1895..	1,310,549 10*
“ 1895-96 “ 1896..	834,745 49*
“ 1896-97 “ 1897..	416,955 30*
“ 1897-98 “ 1898..	1,414,934 78*
“ 1898-99 “ 1899..	3,201,220 05*
“ 1899-1900 “ 1900..	725,720 35*
“ 1900-01 “ 1901..	2,512,328 86*
“ 1901-02 “ 1902..	2,093,939 00*
“ 1902-03 “ 1903..	1,463,222 34*
“ 1903-04 “ 1904..	2,046,878 45*
“ 1904-05 “ 1905..	1,275,629 53*
“ 1905-06 “ 1906..	1,637,574 37*
“ 1906-07 ended on Mar. 31, 1907..	1,323,367 48*
“ 1907-08 “ 1908..	2,037,629 30*
	<hr/> \$34,590,881 84

To the above there have to be added the following exceptional subsidies:—

The Canada Central Railway, paid between 1878-83..\$ 1,525,250 00

The Canadian Pacific Railway extension from St.

Martin's Junction to Quebec, paid in 1885.....	1,500,000 00
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\*In these amounts the subsidy of \$186,600 a year payable to the Atlantic and North-west Railway Company, for 20 years from July 1, 1889, is included. Payment is made by the Finance Department.



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Total subsidies paid from 'Consolidated Fund' up to March 31, 1908.. . . . .	\$37,616,131 84
The main line subsidy to the Canadian Pacific Rail- way was paid from 'Capital,' amounting to.. . .	25,000,000 00
	<hr/>
Total paid as subsidies.. . . . .	\$62,616,131 84
	<hr/>

The above does not include the amount \$2,394,000, due to the province of Quebec for the railway between Ottawa and Quebec, which amount has been transferred to the public debt, and on which interest at 5 per cent was paid, amounting to \$119,700 a year, under the Act of 1884, chap. 8, up to 1905, and at  $4\frac{1}{2}$  per cent, amounting to \$107,730 a year, since and including that year.

## ALBERTA SOUTHERN RAILWAY COMPANY.

(See Annual Report of 1891-92.)

## ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY.

(See Annual Report of 1905-06.)

## ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY.

(See Annual Report of 1905-06.)

## ATLANTIC AND NORTH-WEST RAILWAY COMPANY.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report of 1889-1890.)

The full history of this subsidy was shown in the annual report for 1889-90. The company receives an annual subsidy of \$186,600 for 20 years. The first payment having been made in 1889-90. The total paid up to March 31, 1908, is \$3,545,400. Payment is made by the Department of Finance direct.

## ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY.

(See Nos. 595, 647.)

This company was incorporated by the Act of the province of Quebec of 1901, chap. 63, with powers to construct a railway from Gaspé Basin to some point north of Causapsca, but not beyond Sayabec, in the county of Matane. Other powers were granted of a general commercial character.

By the Act, chap. 81, of 1903, the above company was declared to be for the general advantage of Canada, and authority was granted to them, in addition to that conferred by their Act of incorporation, to construct a railway from a point north of Causapacal on the Intercolonial Railway, to a point at or near Edmundston, N.B.

By the Subsidy Act of 1903, chap. 57, item 51, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from



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Gaspé to a point at or near Causapacal on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a railway from Paspebiac to Gaspé, not exceeding 102 miles.

By the Subsidy Act of 1906, chap. 43, item 9, the above subsidy was revoked.

The company having applied for the subsidy granted for the line from Paspebiac to Gaspé, a contract was entered into with them accordingly, on February 20, 1908.

During the past fiscal year, payment has been made to the extent of \$64,000, the total paid up to March 31, 1908.

BAIE DES CHALEURS RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See also Atlantic and Lake Superior Railway Company.)

THE BAY OF QUINTÉ RAILWAY COMPANY.

(See Annual Report of 1906-07.)

BEAUHARNOIS JUNCTION RAILWAY COMPANY.

(Operated by New York Central Railway Company.)

(See Annual Report of 1895-96.)

BEERSVILLE COAL AND RAILWAY COMPANY.

(See Annual Report of 1905-06.)

BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY.

Now part of Grand Trunk Railway System.)

(See Annual Report of 1888-89.)

BOSTON AND NOVA SCOTIA COAL COMPANY.

(See Inverness and Richmond Railway Company.)

(See Annual Report of 1895-96.)

BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY.

(See Annual Report of 1905-06.)

BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY

(See Annual Report of 1906-07.)

BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY COMPANY.

(Now part of Toronto, Hamilton and Buffalo Railway.)

(See Annual Report of 1895-96.)



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## BRUCE MINES AND ALGOMA RAILWAY COMPANY.

(See Annual Report of 1904-05.)

## BUCTOUCHE AND MONCTON RAILWAY COMPANY.

(See Annual Report of 1893-94.)

## CALGARY AND EDMONTON RAILWAY COMPANY.

(See Annual Report for 1890.)

(Leased to Canadian Pacific Railway.)

## CANADA ATLANTIC RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1888-89; also see under head of Ottawa, Arnprior and Parry Sound Railway Company.)

## CANADA EASTERN RAILWAY COMPANY (FORMERLY NORTHERN AND WESTERN RAILWAY COMPANY OF NEW BRUNSWICK, NOW PART OF THE INTERCOLONIAL SYSTEM.)

(See the Annual Reports for the years 1894-95 and 1899-1900.)

## CANADIAN BRIDGE COMPANY.

(See South Shore Railway Company, Quebec.)

## CANADIAN NORTHERN RAILWAY COMPANY. . .

(See Annual Report of 1906-07.)

## CANADIAN NORTHERN ONTARIO RAILWAY COMPANY.

(Formerly called the James Bay Railway Company; named changed to the above by order in council of June 25, 1906, under the authority of section 2 of chapter 110 of 1905. Construction powers extended by chapter 72 of the statutes of 1907.)

(See Nos. 583 and 697.)

By the Subsidy Act of 1903 chap. 57, item 39, the grant to the James Bay Railway Company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles respectively, from Parry Sound towards James Bay.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 8, 1904.

A supplementary agreement was entered into with the company on March 27, 1906, under the retroactive Act of 1904, chapter 33, and the Order in Council of February 16, 1906, fixing the maximum and minimum amounts payable.



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Work was done under this contract, during the nine months between June 30, 1906, and March 31, 1907, to the extent of 79 per cent of the total estimated, and payment has been made to the extent of \$420,608, making the total payments up to March 31, 1907, \$1,071,872.

By the Subsidy Act of 1907, chap. 40, item 13, the above subsidy was revoted, to the Canadian Northern Ontario Railway Company.

This railway is now completed, and during the past fiscal year the balance of subsidy, amounting to \$244,224, has been paid, making the total payments up to March 31, 1908, \$1,316,096.

CANADIAN NORTHERN QUEBEC RAILWAY COMPANY.

(See Nos. 674 and 675.)

This company was formed by the amalgamation of the Great Northern Railway of Canada, the Chateauguay and Northern Railway Company, and the Quebec, New Brunswick and Nova Scotia Railway Company under the above name; such amalgamation having been recommended for sanction by the Board of Railway Commissioners for Canada under section 281 of the Railway Act, 1903, and sanctioned, accordingly, by an order in council dated July 19, 1906.

By the Subsidy Act of 1906, chap. 43, item 36, the grant of subsidies to the Great Northern Railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, and for a line of railway connecting its Montfort and Gatineau line with the main line at St. Jerome, not exceeding 22 miles, were authorized; in lieu of the subsidies granted to the Montfort and Gatineau Colonization Railway Company by items 6 and 41 of chapter 57 of 1903.

This company having applied for the subsidy for the construction of a railway connecting its Montfort and Gatineau line with the main line at St. Jerome, 22 miles, a contract was entered into with them for the work on April 10, 1907.

During the past fiscal year, payment has been made to the extent of \$41,830, the total paid on this work up to March 31, 1908.

By the Subsidy Act of 1906, chap. 43, item 37, the grant of a subsidy to the Great Northern Railway of Canada for a line of railway from, at or near Garneau Junction to or towards the Quebec bridge, not exceeding 70 miles, was authorized; in lieu of the subsidy granted by item 74 of chapter 57 of 1903.

This company having applied for the said subsidy, a contract was entered into with them for the work on April 8, 1907.

During the past fiscal year, payments have been made to the extent of \$215,040, the total, including double subsidy, paid on this work up to March 31, 1908.

It may be noted that the Great Northern Railway of Canada had previously been subsidized, under various Acts, for lines of railway and bridges, the aggregate payments for these works up to June 30, 1903, being \$557,783.31.



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CANADIAN PACIFIC RAILWAY COMPANY.

(Crow's Nest Pass Railway.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Waskada Branch.)

(See Annual Report of 1905-06.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Pheasant Hills Branch.)

(See Annual Report of 1906-07.)

CANADIAN PACIFIC RAILWAY COMPANY.

(Dymment Branch.)

(See Annual Report for 1902-03.)

CANADIAN PACIFIC RAILWAY COMPANY.

(See Nos. 593 and 698.)

By the Subsidy Act of 1903, chap. 57, item 49, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a branch line of railway from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding three miles.

The company having applied for the said subsidy, a contract was entered into with them for the work on March 20, 1906.

During the fiscal year 1906-7 payment was made for this work of the sum of \$9,600.

By the Subsidy Act of 1907, chap. 40, item 14, the above subsidy was revoked, the distance being increased, not to exceed 4.2 miles.

The company having applied for the said subsidy, a further contract was entered into with them for the work August 22, 1907.

During the past fiscal year subsidy to the extent of \$3,424 has been paid, making the total payments up to March 31, 1908, \$13,024.

CANADIAN PACIFIC RAILWAY COMPANY.

(See No. 665.)

By the Subsidy Act of 1906, chap. 43, item 27, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile,



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limited to \$6,400 a mile, was authorized for a line of railway from a point at or near Teulon to a point on the Icelandic river, not exceeding 35 miles, in lieu of previous subsidies.

This company having applied for the said subsidy, a contract was entered into with them for the work on September 28, 1907.

No payments have been made up to March 31, 1908.

CANADIAN PACIFIC RAILWAY COMPANY.

(West Selkirk—Lake Winnipeg Branch.)

(See Annual Report for 1902-03.)

CAP DE LA MAGDELEINE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report of 1896-97.)

CAPE BRETON RAILWAY EXTENSION COMPANY, LIMITED.

(See Annual Reports of 1895-96 and 1905-06.)

CENTRAL COUNTIES RAILWAY COMPANY.

(See Annual Report of 1905-06.)

CENTRAL ONTARIO RAILWAY COMPANY.

(See Annual Report for 1900-01.)

(See Nos. 547 and 685.)

The history of this railway was given in the annual report for 1900-01, with a statement of the subsidies paid for the then completed line of railway.

By the Subsidy Act of 1903, chap. 57, item 4, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a further extension of the company's railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.

The company having applied for this subsidy a contract was entered into with them accordingly on September 6, 1905.

By the Subsidy Act of 1907, chap. 40, item 1, the above subsidy granted by chapter 57 of 1903, item 4, not exceeding 40 miles, was revoked.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 10, 1907.

During the past fiscal year, payments have been made to the extent of \$76,861.36, the total paid, under this subsidy, to March 31, 1908.



## SESSIONAL PAPER No. 20

## CENTRAL RAILWAY COMPANY OF NEW BRUNSWICK.

(Now New Brunswick Coal and Railway Company.)

(See Annual Report for 1902-03.)

## CHATEAUGUAY AND NORTHERN RAILWAY COMPANY.

(Amalgamated with and under the name of the Canadian Northern Quebec Railway Company.)

(See Annual Report of 1906-07.)

## CHATHAM BRANCH RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1893-94.)

## CHIGNECTO MARINE TRANSPORT RAILWAY COMPANY.

(See Annual Report for 1904-95.)

## COAST RAILWAY COMPANY OF NOVA SCOTIA.

(Name changed to Halifax and Yarmouth Railway Company by Nova Scotia Statute of 1899, chap. 128.)

(See Annual Report of 1904-05.)

## COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY COMPANY.

(See Annual Report for 1900-01.)

## COLCHESTER COAL AND RAILWAY COMPANY.

(See No. 664.)

This company was incorporated by letters patent, dated February 26, 1903, of the province of Nova Scotia.

By the Subsidy Act of 1906, chap. 43, item 26, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a railway from Debert Station, on the Intercolonial Railway, to Debert Coal Mines, not exceeding 4½ miles.

This company having applied for the said subsidy, a contract was entered into with them for the work on May 20, 1907.

During the past fiscal year, the full amount of subsidy, on 4 miles of railway, \$12,800, has been paid.

## COLUMBIA AND KOOTENAY RAILWAY AND NAVIGATION COMPANY.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891-92.)



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## COMPAGNIE DU CHEMIN DE FER DE COLONISATION DU NORD.

(See Nos. 588, 642,)

The history of this railway was given in the annual report for 1905-06, with a statement of the subsidies paid for the then completed line of railway.

By the Subsidy Act of 1903, chap. 57, item 44, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a railway from Lake Nomingue to Le Lièvre, not exceeding 35 miles.

By the Subsidy Act of 1906, chap. 43, item 4, the above subsidy was revoked.

This company having applied for the said subsidy, a contract was entered into with them for the work on December 27, 1907.

No payments have been made up to March 31, 1908.

## CORNWALLIS VALLEY RAILWAY COMPANY.

(Now part of Dominion Atlantic Railway.)

(See Annual Report for 1891-92.)

## CUMBERLAND RAILWAY AND COAL COMPANY.

(See Annual Report for 1894-95.)

## DOMINION ATLANTIC RAILWAY COMPANY.

(See Western Counties Railway Company.)

## DOMINION EASTERN RAILWAY COMPANY.

(See Annual Report for 1900-01.)

## DOMINION LIME COMPANY.

(Now part of Hereford Railway.)

(See Annual Report for 1888-89.)

## DOMINION COAL COMPANY.

(Now Sydney and Louisburg Railway.)

(See Annual Report for 1895-96.)

## DRUMMOND COUNTY RAILWAY COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1900-01.)

## EAST RICHELIEU VALLEY RAILWAY COMPANY.

(Now part of Quebec, Montreal and Southern Railway Company.)

(See Annual Report of 1888-89.)



## SESSIONAL PAPER No. 20

## EDMONTON, YUKON AND PACIFIC RAILWAY COMPANY.

(See Nos. 455, 572 and 693.)

This company was incorporated by the Act of 1896, chap. 71, under the name of the Edmonton District Railway, with powers to construct and operate a railway from some point within the town of Edmonton to a point in South Edmonton on the Calgary and Edmonton Railway and to connect therewith; also from some point within the town of Edmonton, via the village of St. Albert, to a point on the Athabaska river, at or near Fort Assiniboine, with a branch to Stony Plains; also from some point within the town of Edmonton to a point at or near Fort Saskatchewan, together with a branch to a point on Sturgeon river. Other powers were granted of a general commercial character.

By the Act of 1898, chap. 63, the company was empowered to extend their line of railway from the Athabaska to the navigable waters of Pelly river.

By the Act of 1889, chap. 64, the name of the company was changed to the above, with powers to extend the railway via the Yellow Head Pass or the Peace River Pass, to a point in British Columbia, or to connect with the railway which the British Pacific Railway Company is authorized to construct, and also to construct and operate a branch line to some point on the Yukon river.

By the Subsidy Act of 1903, chap. 57, item 28, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for 50 miles of a railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass.

By the Subsidy Act of 1907, chap. 40, item 9, the above subsidy was revoked.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on December 18, 1907.

During the past fiscal year subsidy to the extent of \$91,200 has been paid, the total paid up to March 31, 1908.

## ELGIN, PETITCODIAC AND HAVELOCK RAILWAY COMPANY.

(See Annual Reports for 1885-86 and 1890-91.)

## ERIE AND HURON RAILWAY COMPANY.

(Now part of Lake Erie and Detroit River Railway.)

(See Annual Report for 1886-87.)

## ESQUIMALT AND NANAIMO RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report for 1886-87.)



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FREDERICTON AND ST. MARY'S BRIDGE COMPANY.

(Now part of Intercolonial Railway.)

(See Annual Report of 1904-05.)

GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1893-94.)

GRAND TRUNK RAILWAY COMPANY.

(See Annual Report of 1900-01.)

GREAT EASTERN RAILWAY COMPANY.

(See Annual Report for 1896-97.)

GREAT NORTHERN RAILWAY OF CANADA (FORMERLY THE GREAT NORTHERN RAILWAY COMPANY.)

(Amalgamated with and under the name of the Canadian Northern Quebec Railway Company.)

(See Annual Report for 1902-03.)

GULF SHORE RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1899-1900.)

GUELPH JUNCTION RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report of 1888-89.)

HALIFAX AND SOUTH-WESTERN RAILWAY COMPANY.

(See Nos. 567, 619 and 660.)

This company was incorporated by the Act of the province of Nova Scotia, chap. 1, 1902, for the construction and operation of a railway from a point on the Intercolonial Railway at or near Halifax to Barrington Passage, and also from a junction with the Central Railway, at or near New Germany, to Caledonia Corners.

By the Subsidy Act of 1903, chap. 57, items 23 and 75, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, not exceeding \$6,400 a mile, was authorized for lines of railway (a) from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, 68 miles; (b) from a point on the Central Railway at or near Bridgewater towards Barrington Passage, 77 miles, and an addition to and continuation of the same, 35 miles; (c) from a point at or near New Germany on the Central Railway to a point at or near Caledonia, 22 miles; (d) and from a point at or near Caledonia to Liverpool, 29 miles.

The company was admitted to contract on November 9, 1903.

The total payments up to June 30, 1906, amounted to \$653,776.



## SESSIONAL PAPER No. 20

By the Subsidy Act of 1906, chap. 43, item 22, the above subsidies were revoked.

The company having applied for these subsidies, a contract was entered into with them, accordingly, on October 8, 1906.

During the past fiscal year payments have been made to the extent of \$316,567.73, making the total payments up to March 31, 1908, \$1,238,450.93.

## HALIFAX AND YARMOUTH RAILWAY COMPANY.

(Formerly the Coast Railway Company of Nova Scotia, which see.)

(Name changed by Nova Scotia Statute of 1899, Chap. 128.)

(See Annual Report for 1902-03.)

## HARVEY BRANCH RAILWAY COMPANY.

(See Annual Report of 1889-90.)

## HEREFORD RAILWAY COMPANY (FORMERLY HEREFORD BRANCH RAILWAY COMPANY.)

(See Annual Report of 1891-92.)

## INTERNATIONAL RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Reports of 1887-88 and 1889-90.)

## INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK.

(Formerly the Restigouche and Western Railway Company, which see.)

This company was incorporated by letters patent, dated May 19, 1903, in pursuance of the Act of the legislature of New Brunswick of that year, entitled 'An Act in aid of the construction of certain railways,' with powers to construct a line of railway commencing at the terminus of the first section of 10 miles of railway extending from Campbellton, N.B., westward, built for the Restigouche and Western Railway Company, to the St. John river at a point between Grand Falls and Edmundston, with power to acquire the said 10 miles already built, and to issue debentures on the said line of railway, including the first section of 10 miles, when acquired, to the extent of \$5,000 per mile; the capital stock to be \$600,000, with provision for increase to \$1,500,000.

By the Subsidy Act of 1903, chap. 57, item 14, authority was given for the grant of a subsidy to the above company for a line of railway from the western end of the 10 miles of its railway already constructed from Campbellton towards a point on the St. John river between Grand Falls and Edmundston, not exceeding 67 miles, being in lieu of previous subsidies.

Under date of May 13, 1905, a subsidy contract was entered into with the company accordingly.

During the fiscal year 1906-07 payments were made to the extent of \$51,200.

No further payments have been made up to March 31, 1908.



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## INVERNESS RAILWAY AND COAL COMPANY.

(Name changed from Inverness and Richmond Railway Company by the Act of the province of Nova Scotia, 2 Edward VII., chap.162 of 1902.)

(See Annual Report of 1905-06.)

## IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY.

(See Annual Report for 1900-01.)

## JAMES BAY RAILWAY COMPANY.

(Name changed to The Canadian Northern Ontario Railway Company by Order in Council of June 25, 1906, under the authority of section 2 of chapter 110 of the statutes of 1905.)

(See James Bay Railway Company in Annual Report for 1906-07, and Canadian Northern Ontario Railway Company in present report.)

## JOGGINS RAILWAY COMPANY.

(Now Canada Coal and Railway Company.)

(See Annual Report for 1891-92.)

## KETTLE RIVER VALLEY RAILWAY COMPANY.

(See Nos. 611, 677.)

This company was incorporated by the Act of 1901, chap. 68, with powers for the construction of a line of railway from a point on the international boundary line at or near Cascade city, British Columbia, thence running in a westerly direction, following the course of the Kettle river, to a point on the said international boundary line at or near Carson city, with a branch from a point at or near Grand Forks to a point 50 miles up the north fork of the Kettle river, following the valley of the same river; also with a branch from a point at or near Grand Forks, via Greenwood, to a point on the international boundary line at or near Midway. In addition, the company was authorized to form connections at the boundary line, at the said point, with a proposed railway to Republic in the State of Washington, and generally with the railway system of the United States.

By the Act of 1904, chap. 89, additional lines of railway were authorized, (a) From a point 50 miles up the north fork of the Kettle river, thence via Fire Valley to Vernon, thence westerly to a junction with the Nicola, Kamloops and Similkameen Coal and Railway Company at or near Quilchena. (b) From a point on the line so to be constructed at or near the junction of the east fork and west fork of the north fork of Kettle river to Franklin Camp, thence to Killarney by the most feasible route.

By the Subsidy Act of 1903, chap. 57, item 67, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding \$6,400 a mile, was authorized for a line of railway from Grand Forks to a point 50 miles up the north fork and west fork of the north fork of Kettle river, not exceeding 50 miles.



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The company was admitted to contract on July 28, 1905.

No payments had been made up to March 31, 1907.

By the Subsidy Act of 1906, chap. 43, item 39, the above subsidy was revoked.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 6, 1907.

During the past fiscal year, payment has been made to the extent of \$97,771.52, the total paid up to March 31, 1908.

## KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY.

(Amalgamated with Bay of Quinté Railway Company.)

(See Napanee, Tamworth and Quebec Railway.)

## KINGSTON AND PEMBROKE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway.)

(See Annual Report for 1884-85.)

## KLONDIKE MINES RAILWAY COMPANY.

(See Nos. 615, 684 and 706.)

This company was incorporated by the Act of 1899, chap. 72, with powers for the construction of a line of railway from Klondike City along the Klondike river to Bonanza Creek, and thence along the Yukon river to Dawson City, together with power to construct certain branch lines. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, item 71, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a railway from Dawson to Stewart river, passing near Grand Forks, not exceeding 84 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on February 1, 1905.

During the fiscal year 1906-07 payments were made to the extent of \$96,000.

By the Subsidy Act of 1907, chap. 40, item 22, this subsidy was revoked in modified form as follows:

(a) For a line of railway from Dawson to a point at or near Sulphur Spring, not exceeding 31 miles.

(b) For a line of railway from a point at or near Sulphur Spring to a point at or near the divide between Dominion and Flat Creeks, not exceeding 45 miles.

(c) For a line of railway from a point at or near the said divide to or towards the Stewart river, not exceeding 8 miles.



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The company having applied for these subsidies, three separate contracts were entered into with them, accordingly, on May 10, 1907. The first section (*a*), 31 miles is completed and in operation; the time for completion of the last two named sections (*b*) and (*c*) being fixed as December 1, 1909.

During the past fiscal year payment has been made to the extent of \$101,184, making the total payments up to March 31, 1908, \$197,184.

## KOOTENAY AND ARROWHEAD RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1905-06.)

## KOOTENAY CENTRAL RAILWAY COMPANY.

(See Nos. 610 and 669.)

This company was incorporated by the Act of 1901, chap. 71, with powers for the construction of a line of railway. (*a*) From Fort Steele to Elko or some other convenient point on the Crow's Nest Railway between Elko and Wardner, thence on either the east or west side of the Wigwam river, or by the most convenient route, to the international boundary line. (*b*) From Fort Steele to Windermere, by either the east or west side of the Kootenay river, thence to the town of Golden on the main line of the Canadian Pacific Railway, and may build and operate such tramways in connection therewith, not exceeding in any one case ten miles in length, as are from time to time authorized by the Governor in Council. Other powers of a general commercial character were granted, including the acquisition and operation of smelters.

By the Subsidy Act of 1903, chap. 57, item 66, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a line of railway from Golden to the international boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.

The company having applied for this subsidy was admitted to contract on June 23, 1906.

By the Subsidy Act of 1906, chap. 43, item 31, the above subsidy was revoked.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on April 4, 1907.

No payments have been made up to March 31, 1908.

## LAKE ERIE AND DETROIT RIVER RAILWAY COMPANY.

Formerly the Lake Erie, Essex and Detroit Railway Company. Name changed by Dominion Act, 54-55, Vic., chap. 88 (1891).

(See Annual Report for 1901-02.)



## SESSIONAL PAPER No. 20

L'ASSOMPTION RAILWAY COMPANY. •

(See Annual Report of 1886-87.)

LEAMINGTON AND ST. CLAIR RAILWAY COMPANY.

(Amalgamated with Canada Southern Railway.)

(See Annual Report of 1888-89.)

LAKE TEMISCAMINGUE COLONIZATION RAILWAY COMPANY.

(Now part of Canadian Pacific Railway System.)

(See Annual Report 1896-97.)

LAURENTIAN RAILWAY COMPANY.

(See St. Lawrence, Lower Laurentian and Saguenay Railway Company.)

LINDSAY, BOBCAYGEON AND PONTPOOL RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

LOTBINÈRE AND MEGANTIC RAILWAY COMPANY.

(See Annual Report of 1896-7.)

MABOU AND GULF RAILWAY COMPANY, LIMITED.

(See Annual Report of 1906-07.)

MAGANETAWAN RIVER RAILWAY COMPANY.

(See Annual Report of 1905-06.)

MANITOULIN AND NORTH SHORE RAILWAY COMPANY.

(See Annual Report of 1905-06.)

MARGAREE COAL AND RAILWAY COMPANY, LIMITED.

(See No. 705.)

This company was authorized to build a railway by chapter 143 of the Acts of the legislature of Nova Scotia, 1903-04, and amendments thereto, passed during the session of the said legislature in the year 1907.

By the Subsidy Act of 1907, chap. 40, item 21, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a line of railway from Ste. Rose (or from Chimney Corner coal mines to a point at or near Chimney Corner Cove) thence via the east side of Lake Ainslie to or towards a point on the Intercolonial Railway at or near Orangedale, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove, or Inhabitants bay or river, not exceeding 4 miles.



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This company having applied for the said subsidy, a contract was entered into with them for the work on June 14, 1907.

No payments have been made up to March 31, 1908.

## MASSAWIPPI VALLEY RAILWAY COMPANY.

(See Annual Report for 1900-01.)

## MIDDLETON AND VICTORIA BEACH RAILWAY COMPANY.

(See Annual Report of 1906-07.)

## MIDLAND RAILWAY COMPANY, LIMITED.

(Now part of Dominion Atlantic Railway System.)

(See Annual Report of 1903-04.)

(See No. 472.)

During the fiscal year 1906-07 there was paid to the company, in addition to amounts previously paid, as recited in the departmental report of 1903-04, the sum of \$4,967.70, which amount had been withheld pending consideration by the Auditor General, making the total payments up to March 31, 1907, \$372,135.70.

By the Subsidy Act of 1899, chap. 7, the grant to this company of a subsidy towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding \$33,750, was authorized.

This bridge was completed and inspected by July 1, 1902, that is, within the period allowed by the subsidizing Act. The company did not at the time enter into contract, owing to some question as to the amount of subsidy. The subsidy contract was, however, entered into with them for this work on July 5, 1907, under authority of an order in council dated May 14, 1907.

During the past fiscal year the full amount of the subsidy earned, \$31,892.40, has been paid, making the total payments to the company, up to March 31, 1908, \$404,028.10.

## MIDWAY AND VERNON RAILWAY COMPANY.

(See No. 613.)

This company was incorporated by the Act of the province of British Columbia of 1901, chap. 81, with powers for the construction of a line of railway from a point at or near the town of Midway to a point at or near the mouth of Rock Creek; thence in a north-easterly direction to the west fork of Kettle river; thence following the west fork of said river, by the most convenient route via Okanagan Mission Valley, to Vernon.

By the Dominion Act of 1903, chap. 154, the railway works which the company by its said Act of incorporation had been empowered to undertake and operate, were declared to be for the general advantage of Canada.



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By the Subsidy Act of 1903, chap. 57, item 69, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a line of railway from Midway to Vernon, not exceeding 150 miles.

The company having applied for this subsidy, a contract was entered into with them accordingly on July 28, 1905.

No payments have been made up to March 31, 1908.

## MINUDIE COAL COMPANY, LIMITED.

(See Nos. 161, 334 and 565.)

This company was incorporated by the statute of Nova Scotia of 1902, chap. 140, with power, amongst others, to build a railway or tramway in connection with their mines, subject to any of the provisions of 'The Nova Scotia Railway Act' relating thereto.

By the Subsidy Act of 1903, item 21, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a line of railway from a point on the Joggins Railway near River Hebert Railway bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894 item 20.

This company having applied for the said subsidy, a contract was entered into with them on October 28, 1904.

This railway is completed, and the full amount of the subsidy, \$18,544, on 5.79 miles, has been paid during the fiscal year 1907-08.

## MONTFORT COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

## MONTFORT AND GATINEAU COLONIZATION RAILWAY COMPANY.

(Now part of the Great Northern Railway of Canada.)

(See Annual Report for 1902-03.)

## MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report for 1892-93.)

## MONTREAL AND LAKE MASKINONGÉ RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1890-91.)

## MONTREAL AND SOREL RAILWAY COMPANY.

(Part of Quebec, Montreal and Southern Railway Company.)

(See Annual Report for 1892-93.)



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## MONTREAL AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

## MONTREAL AND OTTAWA RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(Formerly the VAUDREUIL AND PRESCOTT RAILWAY COMPANY. Name changed by 53 Vic., chap. 58.)

(See Annual Report for 1898-99.)

## MONTREAL AND PROVINCE LINE RAILWAY COMPANY.

(Operated by Central Vermont Railway.)

(See Annual Report for 1901-02.)

## NAKUSP AND SLOCAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1894-95.)

## NAPANEE, TAMWORTH AND QUEBEC RAILWAY COMPANY.

(Name changed to the KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY by the Act 53 Vic., chap. 62.)

(See Annual Report for 1895-96.)

## NAPIERVILLE JUNCTION RAILWAY COMPANY.

(See No. 654.)

This company was incorporated by the Act of the province of Quebec of 1888, chap. 99, with powers for the construction of a line of railway from some point in the parish of St. Remi to St. Cyprien, county of Napierville, traversing the counties of Napierville and Laprairie, with power to extend the said line through the county of St. John's. The Act of incorporation was subsequently amended by chap. 68 of the statutes of 1900 (Quebec), and chap. 73 of the statutes of 1904 (Quebec). By virtue of its Acts of incorporation and the amending Acts referred to, the company is vested with all the rights and privileges necessary for the construction and working of a railway from a point in the parish of St. Constant, county of Laprairie, to a point in the parish of St. Bernard de Lacolle, county of St. John's, or else to near Rouse's Point.

By the Subsidy Act of 1906, chap. 43, item 16, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average expenditure in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from St. Constant in the county of Laprairie and Napierville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the international boundary line on the Delaware and Hudson Railway (Grand Trunk) in lieu of the 19 and 12-



## SESSIONAL PAPER No. 20

mile subsidies granted by chap. 7 of 1899, section 2, item 10, and chap. 4 of 1894, respectively, not exceeding 28 miles.

The company having applied for this subsidy was admitted to contract on October 10, 1906.

This railway is completed, and the full subsidy, including double subsidy, on 27.10 miles, amounting to \$173,440, has been paid during the fiscal year 1907-08.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY COMPANY

(See Annual Report for 1888-89.)

## NEW BRUNSWICK COAL AND RAILWAY COMPANY.

(Formerly Central Railway Company of New Brunswick.)

(See Annual Report of 1905-06.)

## NICOLA, KAMLOOPS AND SIMILKAMEEN COAL AND RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Nos. 570, 692.)

This company was incorporated by the British Columbia Act of 1891, chap. 47, with powers to construct a single or double track line of railway from the eastern extremity of Nicola lake; thence to the town of Princeton, and thence by way of Similkameen river in a southerly direction to Osoyoos lake; also from the terminus at Nicola in a northerly direction to the town of Kamloops. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, item 26, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola lake, not exceeding 45 miles, being a revote of subsidies granted by chap. 5 of 1892, and chap. 4 of 1894.

The company having applied for this subsidy, a contract was entered into with them for this work on April 27, 1905.

The sum of \$110,592 was paid during the fiscal year 1905-06.

By the Subsidy Act of 1907, chap. 40, item 8, the above subsidy was revoted.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 24, 1907.

During the past fiscal year, payment has been made to the extent of \$190,208, making the total payments up to March 31, 1908, \$300,800.

## NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY.

(Now part of Grand Trunk Railway System.)

(See Annual Report of 1890-91.)



## NORTHERN AND WESTERN RAILWAY COMPANY.

(See Annual Report of 1889-90.)

(Also under the head 'Canada Eastern Railway' in Annual Report of 1894-95.)

## NOVA SCOTIA CENTRAL RAILWAY COMPANY.

(See Annual Report for 1898-99.)

## NOVA SCOTIA EASTERN RAILWAY COMPANY, LIMITED.

(See Annual Report of 1906-07.)

## NOVA SCOTIA SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1902-03.)

## ONTARIO AND PACIFIC RAILWAY COMPANY.

(Name changed to OTTAWA AND NEW YORK RAILWAY COMPANY by 60-61 Vic., chap. 57,  
1897.)

(See Annual Report for 1901-02.)

## ONTARIO AND QUEBEC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

## ONTARIO, BELMONT AND NORTHERN RAILWAY COMPANY

(Operated by Central Ontario Railway Company.)

(See Annual Report for 1896-97.)

## ONTARIO AND RAINY RIVER RAILWAY COMPANY.

(Amalgamated with and under the name of the CANADIAN NORTHERN RAILWAY COMPANY  
under the Act 62-63 Vic., chap. 80.)

(See Ontario and Rainy River Railway Company in Annual Report for 1902-03, and  
Canadian Northern Railway Company in report of 1906-07.)

## ORFORD MOUNTAIN RAILWAY COMPANY.

(See Annual Reports for 1893-94 and 1894-95.)

(See Nos. 594, 699.)

The history of this railway was given in the annual report for 1894-95, with a statement of the subsidies paid for the then completed line of railway, namely \$123,050.

By the Subsidy Act of 1903, chap. 57, item 50, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding \$6,400 a mile, was authorized for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton and the township of Potton, 12 miles—not exceeding in the whole 27 miles.



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The company having applied for these subsidies, contracts were entered into with them, accordingly, on March 9, and June 12 and 23, 1905, for the construction of the sections above named.

During the fiscal year 1905-06, payments were made to the extent of \$45,764.50, making the total paid to March 31, 1907, including previous subsidies, \$168,814.50.

By the Subsidy Act of 1907, chap. 40, item 15, subsidies were granted to this company for the following lines of railway, namely: From Bolton line to Mansonville, 7.54 miles; from Mansonville to the international boundary, 3.12 miles; from Windsor Mills to Brampton Falls, 8 miles; from Melbourne Road Crossing to Melbourne village, 3.50 miles, and from a point on its main line of railway to the south end of Bonella Lake, 5 miles; in lieu of the subsidies granted by chapter 57 of 1903, item 50, but not exceeding in the whole 27 miles.

The company having applied for the subsidy granted for the line from Bolton line to Mansonville, a contract was entered into with them accordingly on February 1, 1908.

During the past fiscal year the sum of \$24,128 has been paid from this subsidy, making the total payments up to March 31, 1908, including previous subsidies, \$192,942.50.

## OSHAWA RAILWAY AND NAVIGATION COMPANY.

*(Name changed to the OSHAWA RAILWAY COMPANY, by 54-55 Vic., chap. 91.)*

*(See Annual Report for 1895-96.)*

## OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY COMPANY.

*(Now the CANADA ATLANTIC RAILWAY COMPANY, by amalgamation, under the Act 62-63 Vic., chap 81, 1899.)*

*(Now part of Grand Trunk Railway System.)*

*(See Annual Report for 1898-99.)*

## OTTAWA AND GATINEAU VALLEY RAILWAY COMPANY.

*(Name changed to the OTTAWA AND GATINEAU RAILWAY COMPANY, by the Act 57-58 Vic., chap. 87, which consolidated and amended Acts relating to the company.)*

*(Name further changed to the OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY, by the Act 1 Edw. VII., chap 80, 1901.)*

*(See Annual Report for 1903-04.)*

## OTTAWA AND NEW YORK RAILWAY COMPANY.

*(Purchased by New York Central Railroad Company.)*

*(See Ontario and Pacific Railway Company.)*



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## OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Ottawa and Gatineau Valley Railway Company and Pontiac Pacific Junction Railway Company.)

(See Nos. 557 and 678.)

The history of this railway was given in the Annual Report of 1903-04, with a statement of the subsidies paid for the then completed lines of railway, namely, \$410,688.

The company having applied, under the subsidies voted in 1899 and 1906, contracts were entered into with them on June 12 and 13, 1907, in respect of their line of railway from Aylmer to a point of junction with the Interprovincial bridge approach in the city of Hull (except that portion thereof beginning at a point of junction with the line of the Hull Electric Railway in the city of Hull and terminating at a point on the main line of the Canadian Pacific Railway at the east end of the Hull station yard), not exceeding 9 miles, and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile.

These sections of railway having been completed, the balance of subsidies, amounting to \$4,243.20 has been paid during the past fiscal year, making the total payments to the company up to March 31, 1908, including previous subsidies, \$414,931.20.

## PARRY SOUND COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1895-96.)

## PEMBROKE SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

## PHILPSBURG JUNCTION AND QUARRY COMPANY.

(See Annual Report for 1894-95.)

(Now the PHILPSBURG RAILWAY AND QUARRY COMPANY. Name changed by 58 Vic., ch. 65, 1895, Quebec.)

(See Annual Report for 1899-1900.)

## PORT ARTHUR, DULUTH AND WESTERN RAILWAY COMPANY.

*(Formerly the THUNDER BAY COLONIZATION RAILWAY COMPANY.)*

(See Annual Report for 1892-93.)

## PONTIAC AND RENFREW RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

## PONTIAC PACIFIC JUNCTION RAILWAY COMPANY.

(See Annual Report for 1900-01.)



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QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY COMPANY.

(Operated by Canadian Northern Railway Company.)

(See Annual Report for 1890.)

## QUEBEC BRIDGE COMPANY.

(Now the QUEBEC BRIDGE AND RAILWAY COMPANY,—name changed by the Act 3, Ed. VII., chap. 177, 1903.)

(See No. 467 and Acts, chap. 54 and 177 of 1903, and 35 of 1907.)

This company was incorporated by the Dominion Act, 50-51 Vic., chap. 98 (1887), with powers to construct a railway bridge over the River St. Lawrence near Quebec, and to arrange the same for the use of foot passengers and vehicles, and to construct and operate lines of railway to connect with existing or future lines of railway on each side of the river.

By the Act 60-61 Vic., chap. 69 (1897), the powers of the company were revived, and the time for construction was extended to June 29, 1902.

By the Act 63-64 Vic., chap. 115 (1900), the time for completion was extended to June 14, 1905, and the company were further empowered to arrange for the placing of electric wires on the bridge and connecting railways, and for the passage of electric street railway or tram cars.

By the Railway Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company of \$1,000,000 was authorized for a railway bridge over the River St. Lawrence at Chaudière basin, and by the Act of 1900, chap. 8, clause 10, it was made applicable, one-third to the substructure and approaches, and two-thirds to the superstructure.

On November 12, 1900, the company were admitted to contract for this subsidy work.

The site and plans of the bridge were approved by the Railway Committee of the Privy Council, and by an order in council, dated May 16, 1898.

The structure is to be a cantilever bridge, composed of two approach spans of 220 feet each, two anchor spans of 500 feet each, and a centre span of 1,800 feet from centre to centre of the piers. The under side of the bridge will give a height of 150 feet above high water. When completed, it will comprise a double track railroad, two lines for electric tramways, and two ordinary roads for vehicles and foot passengers.

Subsidy payments to the extent of \$374,353.33 were made up to June 30, 1903.

By the Dominion Special Act, 3 Ed. VII., chap. 177, assented to on July 10, 1903, the name of the above company was changed to 'The Quebec Bridge and Railway Company,' with powers to construct lines of railway from the northern terminus of the company's bridge to the city of Quebec, also from the southern terminus of the said bridge to a point at or near the intersection of the Grand Trunk Railway with



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the Intercolonial Railway at Chaudière Curve, or to some point on those lines near named section to connect with the line of the Canadian Pacific Railway. Other powers of a general commercial character were granted. The powers of the company for the construction of all its authorized works was extended to July 10, 1910.

Negotiations were had having in view entry into agreement for the guarantee by the government of the bonds of the company, and for conveying to the government, at its option, the bridge, railways and property of the company.

Under the authority of an order in council, dated October 19, 1903, and under the same date, the company entered into an agreement with the government, accordingly, subject to ratification by Parliament; and by the Public Act of the same year, 1903, chap. 54, such agreement, annexed as a schedule to the Act, was so ratified and confirmed, subject to the provision that the consent of parliament shall be given before the government exercise the right of taking over the company's property. It was further provided that the Governor in Council should have the right to appoint three directors of the company.

By this agreement the company released the government from any claim for the unpaid balance of the subsidy of \$1,000,000 granted to them, and the government agreed to guarantee the principal and interest of the company's bonds to the extent of \$6,678,200, such bonds to be payable in 50 years from the date thereof, bearing interest at 3 per cent per annum, payable half-yearly, and to be a first charge, secured by a mortgage, upon all the company's franchises, tolls, and property of whatsoever kind, the mortgage to secure such securities to be made to a trustee or trustees approved by the Governor in Council and to be subject to like approval, the government to have the right to take possession of the undertaking and property at any time on one month's notice, paying the shareholders the amount of their stock at par value, not exceeding \$265,585.70, with simple interest at 5 per cent, and an addition of 10 per cent on the par value of fully paid up shares, and assuming the approved obligations of the company for construction, operation and maintenance, according to the terms of the aforesaid bonds and the mortgage securing the same. The date for the completion of the work was fixed as December 1, 1903.

In pursuance of this authority there was executed, on February 1, 1904, between the Quebec Bridge and Railway Company, the Royal Trust Company (Montreal), and His Majesty, a mortgage trust deed, conveying to the said trust company as trustees all the property and franchises of the bridge company and providing for the issue of bonds to the extent of \$6,678,200.

In pursuance of the requirements of the said agreement, the plans, profiles and specifications of the company's proposed railway works have been approved, as follows:—

By an order in council of January 27, 1904, for the line from the northern terminus of the bridge to Champlain market, in the city of Quebec, 6:44 miles, and by an order in council of February 2, 1904, from the south terminus of the bridge to a point of junction with the Intercolonial Railway, 12,600 feet.



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Under the terms of the company's aforesaid agreement in respect of the bond guarantee, the amount of the issue of bonds is to be fixed by the Chief Engineer's certificate as to the value of the work done and materials delivered, from time to time, on the company's works.

Further agreements have been entered into, dated February 9 and March 3, 1906, in respect of advances from the Bank of Montreal.

Under certificates issued from time to time, payments have been made to the extent of \$5,016,453.66, covering work done and materials delivered. This represents the position up to March 31, 1907.

On the 29th of August, 1907, the southern cantilever span of the bridge structure collapsed.

No payment has been made between March 31, 1907, and the date of the collapse of the bridge.

## QUEBEC CENTRAL RAILWAY COMPANY.

(See No. 651.)

The history of this railway was given in the annual report of 1895-96, with a statement of the subsidies paid for the then completed lines of railway.

By the Subsidy Act of 1906, chap. 43, item 13, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for an extension of the company's line of railway from St. Francis to St. George, not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec bridge, not exceeding 23 miles; in lieu of the subsidy granted by chap. 57 of 1903, item 46.

The company having applied for the subsidy granted for the line from St. Francis to St. George, 9 miles, a contract was entered into with them, accordingly, on January 28, 1907.

This railway is completed, and, during the past fiscal year, the full subsidy, \$55,638.69, has been paid.

## QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See Nos. 601 and 659.)

The history of this railway was given in the annual report for 1895-96, with a statement of the subsidies paid for the then completed lines of railway.

By the Subsidy Act of 1903, chap. 57, item 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a line of railway from La Tuque on the St. Maurice river to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.



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The company having applied for this subsidy, a contract was entered into with them, accordingly, on October 12, 1904.

During the fiscal year 1906-07 payments were made under the above contract to the extent of \$64,512, making the total up to March 31, 1907, \$150,528.

By the Subsidy Act of 1906, chap. 43, item 29, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a line of railway from Roberval to the government wharf at Lake St. John, in lieu of the subsidy granted by chap. 57 of 1903, not exceeding one mile.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on November 24, 1906.

This extension was completed, and during the fiscal year 1906-07, the subsidy, \$3,200, was paid.

By the Subsidy Act of 1906, chap. 43, item 21, the subsidy granted by chapter 57 of 1903, item 57, for a line of railway from a point on the Quebec and Lake St. John Railway near the River Jeannotte to La Tuque, on the St. Maurice river, not exceeding 35 miles, was revoked.

The company having applied for this subsidy, a further contract was entered into with them, accordingly, on January 10, 1908.

This line of railway is completed, and during the past fiscal year the balance of subsidy, \$73,472, has been paid, making the total payments on this work up to March 31, 1908, \$224,000.

The company had previously been subsidized, under various Acts, for a line of railway from Quebec to Lake St. John, 186 miles, including a bridge across the St. Charles river, and also for the Chicoutimi branch, 72 miles, the aggregate payments for these works amounting to the sum of \$1,006,743.50, making the total payments to the company, including the above amounts, \$1,233,943.50.

QUEBEC, MONTMORENCY AND CHARLEVOIX RAILWAY COMPANY.

(Now the Quebec Railway, Light and Power Company.)

(See Annual Report of 1894-95.)

QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY.

(See Annual Report of 1905-06.)

QUEBEC, NEW BRUNSWICK AND NOVA SCOTIA RAILWAY COMPANY.

(Amalgamated with and under the name of the Canadian Northern Quebec Railway Company.)

RED DEER VALLEY RAILWAY AND COAL COMPANY.

(See Annual Report for 1902-03.)



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RESTIGOUCHE AND WESTERN RAILWAY COMPANY.

(Now International Railway Company of New Brunswick, which see.)

(See Annual Report of 1905-06.)

SCHOMBERG AND AURORA RAILWAY COMPANY.

(See Annual Report of 1903-04.)

SHUSWAP AND OKANAGAN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1894-95.)

SOUTH NORFOLK RAILWAY COMPANY.

(Operated by Grand Trunk Railway Company.)

(See Annual Report of 1888-89.)

SOUTH SHORE RAILWAY COMPANY (of New Brunswick.)

(See Annual Report of 1896-97.)

SOUTH SHORE RAILWAY COMPANY, QUEBEC.

(Now Quebec, Montreal and Southern Railway Company.)

(See Annual Report of 1904-05.)

ST. CATHARINES AND NIAGARA CENTRAL RAILWAY COMPANY.

(Now Niagara, St. Catharines and Toronto Railway Company, electric.)

(See Annual Report of 1895-96.)

ST. CLAIR FRONTIER TUNNEL COMPANY.

(See Annual Report, 1890-1 and 1891-2.)

ST. GABRIEL DE BRANDON AND STE. EMELIE DE L'ENERGIE RAILWAY COMPANY.

(See Annual Report for 1902-03.)

ST. JOHN VALLEY AND RIVIÈRE DU LOUP RAILWAY COMPANY.

(See Annual Report for 1893-94.)

ST. STEPHEN AND MILLTOWN RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Reports for 1895-96 and 1900-01.)

STEWIACKE VALLEY AND LANSDOWNE RAILWAY COMPANY.

(Now part of the Dominion Atlantic Railway System.)

(See Annual Report 1895-96.)



## ST. LAWRENCE AND ADIRONDACK RAILWAY COMPANY.

(Operated by New York Central Railroad.)

(See Annual Reports for 1893-94 and 1900-01.)

## ST. LAWRENCE, LOWER LAURENTIAN AND SAGUENAY RAILWAY COMPANY.

*(Name changed to LAURENTIAN RAILWAY COMPANY, by Provincial Act 51-52 Vic., ch. 108)*

(See Annual Report for 1891-92.)

## ST. LOUIS AND RICHIBUCTO RAILWAY COMPANY.

(See Annual Report for 1884-85.)

## ST. MARY'S RIVER RAILWAY COMPANY.

(See Annual Report of 1905-06.)

## TÉMISCOUATA RAILWAY COMPANY—RIVIÈRE DU LOUP TO EDMUNDSTON.

(See Annual Report for 1892-93.)

## THOUSAND ISLANDS RAILWAY COMPANY.

(See Annual Reports for 1895-96 and 1901-02.)

## TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report of 1904-05.)

## TOBIQUE VALLEY RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1893-94.)

## TORONTO, GREY AND BRUCE RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Annual Report for 1887-88.)

## TRANS-CANADA RAILWAY COMPANY.

(See Annual Report of 1905-06.)

## UNITED COUNTIES RAILWAY COMPANY.

(Now part of Delaware and Hudson Railroad System.)

(See Annual Report for 1900-01.)

## VAUDREUIL AND PRESCOTT RAILWAY COMPANY.

(Leased to Canadian Pacific Railway Company.)

(See Montreal and Ottawa Railway Company.)



## SESSIONAL PAPER No. 20

## WATERLOO JUNCTION RAILWAY COMPANY.

(Operated by Grand Trunk Railway.)

(See Annual Report for 1891-92.)

## WESTERN COUNTIES RAILWAY COMPANY.

*(Name changed to THE YARMOUTH AND ANNAPOLIS RAILWAY COMPANY, by 56 Vic., ch. 63.)**(Name further changed to THE DOMINION ATLANTIC RAILWAY COMPANY, by 57-58 Vic., chap. 69.)*

(See Annual Report for 1894-95.)

## WEST ONTARIO PACIFIC RAILWAY COMPANY.

(Leased to Ontario and Quebec Railway Company—C.P.R.)

(See Annual Report of 1890-91.)

## WOODSTOCK AND CENTREVILLE RAILWAY COMPANY.

(See Annual Report for 1895-96.)

## YARMOUTH AND ANNAPOLIS RAILWAY COMPANY.

(See Western Counties Railway Company.)

## YORK AND CARLETON RAILWAY COMPANY.

(See No. 605.)

The history of this railway was given in the annual report of 1901-02, with a statement of the subsidies paid up to the close of that year, namely, \$18,336.

By the Subsidy Act of 1903, chap. 57, item 61, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited to \$6,400 a mile, was authorized for a line of railway from the present terminus of this company's railway westerly, 5 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on August 20, 1906.

This railway having been completed, the full subsidy on 4.55 miles, amounting to \$14,560, has been paid during the past fiscal year, making the total payments to this company \$32,896.

## LAND SUBSIDIES.

A number of companies have been aided by subsidies in land, duly authorized by parliament and granted by the Department of the Interior, to whose report reference must be made for information as to their position.

In the annual report of this department for 1895-96 information was given as to a number of these land subsidized companies.



## CANALS.

The total expenditure on the Dominion canals for the twelve months ended on March 31, 1908, was \$3,221,984.73; comprising, for works of construction, \$1,723,156.07; charged to capital, \$508,010.19 for maintenance, charged to income, \$556,902.83 for staff and \$433,915.64 for repairs; the last two items being charged to revenue.

The balance of rentals due on the 1st of April, 1907, was \$154,203.32. The rentals accrued during the year amounted to \$141,458.75, making a total of \$295,662.07. Of this amount, during the year, the sum of \$126,873.70 was collected. The amounts due for rents on the 31st of March, 1908, was \$166,420.61.

The total net revenue collected amounted to \$144,882.13, the balance being from wharfage dues, fines, &c. No tolls are charged on any of the Dominion canals.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I., of the present report.

The above figures relate to the fiscal year 1907-08, but very voluminous statistics relating to the canal traffic, and various commercial statistics for the season of navigation of the year 1907 will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows :—

The total traffic through the several canals of the Dominion for the season of 1907 amounted to 20,543,639 tons, an increase of 10,020,454 tons compared with the previous year. 279,199 passengers were carried, an increase of 22,699.

The following features of the principal canal traffic during the season of 1907 will be of interest :—

On the Welland Canal 1,614,132 tons of freight were moved, an increase of 402,165 tons, of which 947,303 tons were agricultural products, an increase of 206,815 tons, and 170,097 tons produce of the forest; of coal 267,212 tons were carried; 1,223,968 passed eastward, and 390,164 tons westward. 1,604,321 tons were through freight, of which 1,214,544 tons passed eastward.

Of the through freight, Canadian vessels carried 736,840 tons, an increase of 129,060 tons, and United States vessels 867,481 tons, an increase of 284,479 tons.

The total through freight passed eastward and westward through this canal to United States ports was 396,657 tons; an increase of 75,226 tons compared with the year 1906.

The quantity of grain passed down the Welland and St. Lawrence Canals to Montreal was 635,573 tons, an increase of 230,638 tons compared with the previous year; of this none was transhipped at Ogdensburg, as against 40,641 tons transhipped in 1903.



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The further quantity of 49,124 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 684,697 tons.

On the St. Lawrence canals 2,100,466 tons of freight were moved, an increase of 463,444, of which 1,206,824 were eastbound through freight, and 400,433 tons westbound through freight; 824,195 were agricultural products; 741,404 tons merchandise; 359,876 tons coal, and 359,833 tons forest products.

In 1907, 116 cargoes of corn and wheat, aggregating 168,796 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals, as against 84 cargoes aggregating 108,734 tons in 1906; 115 cargoes, aggregating 180,206 tons in 1905; 75 cargoes, aggregating 116,098 tons in 1904, and 74 cargoes, aggregating 99,582 tons in 1903. In 1900 there were only 15 cargoes, aggregating 7,924 tons.

On the Ottawa River canals the total quantity of freight moved was 337,850 tons, a decrease of 59,568, of which 271,257 tons were produce of the forest.

On the Chambly Canal 625,282 tons were moved, an increase of 126,342, of which 482,025 tons were produce of the forest and 80,736 tons of coal.

On the Rideau Canal 82,369 tons were carried, an increase of 210; 30,018 tons being the produce of the forest and 9,993 tons of coal.

On the St. Peter's Canal 73,167 tons were carried, a decrease of 3,160, of which 48,330 tons were merchandise; 36,629 tons of coal.

On the Murray Canal 52,402 tons passed, an increase of 24,675, and 2,926 tons of this were the product of the forest.

On the Trent Valley Canal 69,806 tons were moved, of which 63,128 tons were the product of the forest.

On the Sault Ste. Marie Canal the total movement of freight was 15,588,165 tons, being an increase of 9,014,126 tons carried in 6,349 vessels, the number of lockages being 4,596. Of wheat, 49,397,984 bushels, and of other grain 16,806,490 bushels were carried; 3,109,113 barrels of flour, 10,066,079 tons of iron ore, 2,533,827 tons of coal, and 37,601,546 feet, board measure, of lumber; all of these items show an increase. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 58,220,011 tons, an increase of 6,456,680 tons, carried in 20,446 vessels, an increase of 1,715. The total quantity of wheat carried was 98,240,260 bushels, an increase of 13,873,951, and of other grain 37,847,182 bushels, a decrease of 16,517,577. Of lumber the total was 638,315,546 feet, board measure, a decrease of 249,203,652.\*

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\* Continuing the course adopted for some years past, the following facts relating to the traffic passing through both the United States and the Canadian canals at Sault Ste. Marie during the season of 1907 have been compiled from the 'Statistical Report of Lake Commerce' prepared under the direction of Colonel Charles E. L. B. Davis, Lieut. Colonel C. McD. Townsend and First Lieut. Geo. R. Spalding, all of the Corps of Engineers, U. S. Army, a report of the highest value and interest, as indicating the wonderful growth of the north-western section of this continent during the past fifty-two years, since the date, 1855, of the opening of the canal, built at a cost of \$1,000,000 by the State of Michigan. (This was the first ship



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In connection with the question canal versus railway transport of grain from the west, it may be noted that whereas grain and peas passed down to Montreal through the Welland and St. Lawrence canals to the extent of 635,573 tons, an increase of

canal, but a small canal with a lock 38 feet long, and 8 feet 9 inches wide, and with a lift of 9 feet, had been built in 1897-98, by the Northwest Fur Company on the Canadian side of the river, for the accommodation of bateaux. In 1855 there were 193 passages of vessels, carrying 14,503 tons of freight. Neither wheat nor other grain formed part of this freight.

The following are the principal features of the operations of the American and Canadian canals during the season of 1907:—

No tolls are charged. All tonnage is net tons of 2,000 pounds.

The season of navigation extended from April 22, to December 15, 1907; the American canals opening on April 23, and closing December 11, and the Canadian canal opening on April 22, and closing on December 15.

The depth of water permitted a safe draught of 19½ feet.

The number of passages of vessels was 20,437, requiring 14,020 lockages.

The total freight passed through these canals during the season aggregated 58,217,214 tons, an increase, compared with previous years of 6,466,134 tons, or 12 per cent: 62,758 passengers were carried, a decrease of 275. It should be observed that, in addition to the freight passing through the canals, 25,000 cords of pulpwood and 1,160,000 feet of logs were taken down through the rapids.

The American canals carried 55,469,464 tons of freight, or 95 per cent of the total, and 26,807 passengers, or 43 per cent of the total.

Canadian vessels carried 5 per cent of the total freight, or 2,747,750 tons, and 57 per cent of the passengers, or 35,951.

The average distance freight carried was 828.3 miles; the total of mile-tons was 48,221,465,547.

The total number of registered vessels using the canals was 879, the same number as in the previous year; in addition to which, 346 passages were made by unregistered vessels. The total valuation of the registered vessels was \$110,443,500.

Of the 879 vessels in commission, 761 were American, valued at \$102,525,500, and aggregating 1,574,567 registered tons; and 118 were Canadian vessels, valued at \$7,918,000, their aggregate registered tonnage being 92,224 tons. 618 were American steamers, valued at \$96,878,500, and aggregating 1,389,641 registered tons; and 109 were Canadian steamers valued at \$7,648,000, and aggregating 86,440 registered tons. The number of American steamers showed an increase of 21 in number, \$14,412,500 in value, and 169,803 in registered tonnage. The number of Canadian steamers was increased by 8, their value by \$1,858,000, and their registered tonnage by 20,036 tons. In both cases, the number of sailing vessels was less, but their tonnage and value were greater: the number of sailing vessels were 143 American, valued at 5,647,000 and of 184,926 tons register, and 9 Canadian, valued at \$270,000 and of 7,784 tons register. There has been a steady decrease since 1901 in the quantity of freight carried by sailing vessels; the quantity was 21 per cent of the total in 1901, and in 1907, only 9 per cent.

Unregistered American vessels carried 11,574 tons of freight, and unregistered Canadian vessels 18,683.

Out of the 20,437 passages of the season, 2,743 were by 80 vessels of under 100 tons register, the average being 35 tons. They carried a total of 1,813 tons of freight.

Forty-three new vessels were put in commission during the year; all being freight steamers. Of these, 25 are 500 feet or over in length, carrying from 9,000 to 13,800 tons in a single cargo. In the previous year, 44 new vessels were put in commission, of which 32 were 500 feet in length and over.

As showing the development of the principle that it is the large freighter that pays, it is to be noted that while in 1897 there were only 8 vessels capable of carrying between 6,000 and 7,000 tons, and none of greater capacity than 7,000, there were in 1907, no less than 58 vessels capable of carrying from 6,000 to 7,000 tons, 52 from 7,000 to 8,000 tons, 95 from 8,000 to 10,000 tons, 55 from 10,000 to 12,000 tons, and 22 from 12,000 to 14,000 tons; making a total of 282 vessels of a carrying capacity of from 6,000 to 14,000 tons of cargo.

The maximum length of the vessels carrying from 10,000 to 11,000 tons was 550 feet, and the minimum 500 feet, the maximum beam was 54.2 feet, and the minimum 50 feet. The maximum draught was 20 feet, and the minimum 18.6 feet. The maximum length of the vessels carrying from 13,000 to 14,000 tons, was 605.5 feet, and the minimum 600 feet; the maximum beam was 60.2 feet, and minimum 58 feet; the maximum draught being 20.2 feet, and the minimum 19 feet.

The largest single cargo carried by steamer was 13,800 tons, and by sailing vessel 9,408 tons. The greatest amount of cargo carried by steamer during the season was 339,151 tons, and by sailing vessel 152,144 tons. The greatest number of miles run during the season was by steamer, 43,296 miles, and by sailing vessel 27,039 miles. The greatest number of mile-tons was, by steamer, 274,863,249, and by sailing vessel 121,205,504.

Of the 20,437 passages of vessels, 14,091 were through the American canals, in 9,428 lockages, and 6,346 through the Canadian Canal, in 4,592 lockages.

The principal items of freight compared with the previous year were as follows:—

Hard (anthracite) coal 1,506,668 tons, an increase of 495,293 tons, or 49 per cent; soft (bituminous) coal 9,893,427 tons, an increase of 2,165,172 tons, or 28 per cent; flour 6,524,770 barrels, a decrease of 29,420 barrels; wheat 98,135,775 bushels, an increase of 13,864,417, or 16 per cent; grain other than wheat (rye, oats, corn, barley and flour) 43,463,338 bushels, a



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230,638 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk Railways amounted to 383,735 tons, a decrease of 3,228 tons. Over the route from Depot Harbour on Georgian Bay, Lake Huron, via the Canada Atlantic Railway to Coteau Landing, at the head of the Soulanges

decrease of 10,879,817 bushels, or 20 per cent; manufactured and pig iron 307,941 tons, a decrease of 83,164 or 21 per cent; salt 46,802 barrels, a decrease of 7,350 or 2 per cent; copper 89,959 tons, a decrease of 17,674 or 16 per cent; iron ore 39,594,944 tons, an increase of 4,237,902 tons or 12 per cent; lumber 649,320 M. ft. B.M., a decrease of 251,311, or 28 per cent; building stone 898 tons, a decrease of 5,324 tons, or 86 per cent; general merchandise 1,022,651 tons, a decrease of 112,197 tons, or 10 per cent. No silver ore was carried either in this or in the previous season.

The values of these several items of freight, and the proportionate value each item bears to the whole traffic were estimated as follows:—Coal \$34,461,584, or 6.05 of the total value; flour, wheat and other grain \$166,834,196, or 29.28 per cent; iron ore \$148,481,040, or 26.06 per cent; manufactured and pig iron \$23,477,240, or 4.12 per cent; copper \$27,887,290, or 4.89 per cent; lumber \$14,934,360, or 2.62 per cent; salt \$315,402; building stone \$10,776, and general merchandise \$153,398,100; these last three items aggregating 26.98 per cent.

The total value of the freight carried was \$569,830,188, the average value per ton being \$9.79.

The east-bound traffic from Lake Superior aggregated 45,544,319 tons, and was chiefly iron ore, wheat and other grains, flour and lumber.

To Lake Michigan ports 4,567,018 tons were taken; American vessels carried 4,558,102 tons from American to American ports, and 8,916 tons from Canadian to American ports; no freight was carried in Canadian vessels.

To Lake Huron, the total freight was 1,357,745 tons; American vessels carried 195,196 tons from American to American ports, 41,422 tons from American to Canadian ports, and 6,401 tons from Canadian to American ports. Canadian vessels carried 998,357 tons from Canadian to Canadian ports, 26,295 tons from Canadian to American ports, and 90,451 tons from American to Canadian ports.

To Lake Erie, the total freight was 38,955,071 tons. American vessels carried 38,463,262 tons from American to American ports, 9,742 tons from American to Canadian ports, and 275,348 tons from Canadian to American ports. Canadian vessels carried 6,363 tons from Canadian to Canadian ports, 200,356 tons from Canadian to American ports, and none from American to Canadian ports.

To Lake Ontario, the total freight was 664,485 tons. American vessels carried 52,849 tons from American to American ports, 106,008 tons from American to Canadian ports, and 4,295 tons from Canadian to American ports. Canadian vessels carried 459,014 tons from Canadian to Canadian ports, none from Canadian to American, and 42,319 tons from American to Canadian ports.

The west-bound traffic to Lake Superior aggregated 12,672,895 tons; coal was the principal item, 11,300,095 tons being carried; general merchandise, salt, and manufactured iron made up the balance.

From Lake Michigan ports, the total freight was 118,406 tons; American vessels carried 64,253 tons from American to American ports, and 7,461 tons from American to Canadian. Canadian vessels carried 46,689 tons from American to Canadian ports.

From Lake Huron, the total freight was 361,191 tons. American vessels carried 48,855 tons from American to American ports, 7,231 tons from American to Canadian, and 1,110 tons from Canadian to American ports. Canadian vessels carried 289,576 tons from Canadian to Canadian ports, 14,419 from Canadian to American, and none from American to Canadian ports.

From Lake Erie, the total freight was 12,048,987 tons. American vessels carried 10,272,766 tons from American to American ports; 1,323,871 tons from American to Canadian, and none from Canadian to American ports. Canadian vessels carried 4,428 tons from Canadian to Canadian ports, none from Canadian to American, and 447,922 tons from American to Canadian.

From Lake Ontario the total freight traffic amounted to 144,311 tons; American vessels carried 22,353 tons from American to American ports, none from American to Canadian, and none from Canadian to Canadian ports. Canadian vessels carried 115,038 tons from Canadian to Canadian ports, none from Canadian to American, and 6,860 tons from American to Canadian ports.

The total east and west-bound commerce between Lake Superior and the four lakes named was as follows:—With Lake Michigan 4,685,424 tons; with Lake Huron 1,718,936 tons; with Lake Erie 51,004,058 tons; with Lake Ontario 808,796 tons.

The total amount paid for freight transport was \$38,457,345.

The transportation charges, including loading and unloading, on the principal items, based on the quantities carried, were at the following rates: coal, \$0.31 per ton; flour, \$0.20 per barrel; wheat and other grain, \$0.019 per bushel; manufactured iron, \$1.80 per ton; salt, \$0.12 per barrel; copper, \$1.40 per ton; lumber, \$2.50 per M. ft. B.M.; iron ore, \$0.67 per ton; building stone, \$1.50 per ton; general merchandise, \$2 per ton.

Of the total transportation charges, those on coal amounted to \$3,534,029.45; on flour to \$1,304,954; on wheat \$1,864,579.73; on grain other than wheat, to \$825,803.42; on manufactured iron, to \$517,563; on lumber, to \$1,623,300; on iron ore, to \$23,528,612.48; and on general merchandise to \$2,045,308.

The transportation charges averaged 0.080 of a cent per ton per mile. The average cost per ton was 66 cents.



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Canal, thence by barge to Montreal, in the season of 1903 the total freight carried was 315,779 tons; 109,937 tons were corn and 175,954 wheat; in 1904 the total freight carried was 209,260 tons; 61,675 tons were corn and 137,338 tons were wheat. In 1905 the total freight was 254,378 tons; 54,272 tons were corn and 168,966 tons were wheat. In 1906 and 1907 no transshipment business was done; the grain having been brought down to Montreal by rail.

The quantity of grain carried to tidewater on the New York State canals was 239,844 tons, a decrease of 54,622 tons, while the quantity carried by the railways of the state to tidewater amounted to 3,845,845 tons, a decrease of 96,926.

Of the total eastbound and westbound freight carried by the state of New York canals (the Erie, the Champlain, the Black River, the Cayuga and Seneca and the Oswego), and the competing railways (the New York Central and the Erie Railway) respectively (amounting in 1907 to 87,576,785 tons more by 5,332,563 tons than in 1906, the proportion carried by the canals has fallen steadily from 68·9 per cent in 1859 and 47·0 per cent in 1869, to 6·8 per cent in 1898, 7·2 in 1899, 5·2 in 1900, 5·1 in 1901, 5·5 in 1902, 5·6 in 1903, 4·6 in 1904, 4·5 in 1905, 4·5 in 1906, and 4·2 in 1907. These canals carried, in 1905, 3,540,907 tons, an increase of 314,011 tons.

The enlarged Erie Canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 x 18 feet, with a depth of 7 feet of water, accommodating, as a maximum, vessels of 240 tons burden. The original canal was completed in 1836, and the enlargement in 1862. The total cost of construction was \$51,609,200.

By means of the enlarged Canadian canal system and the intermediate waterways a minimum depth of fourteen feet of water from Lake Superior to the head of the ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, intended, for the purpose of ordinary traffic, to accommodate vessels 255 feet long and 44 feet beam.\*

The through route between Montreal and Port Arthur, on the west shore of Lake Superior, open as a 14-foot navigation, comprises 73 miles of canal, with 48 locks, and 1,150 miles of river and lake water, or a total of 1,223 miles. From Montreal to Duluth, at the southwest of Lake Superior, the total distance is 1,357 miles, and to Chicago, 1,286 miles. A summary of this route will be found in the Chief Engineer's Report, Part II., and further details of the several works in the pages immediately following. At Port Arthur and at Fort William (about six miles apart), the Canadian Pacific Railway gives communication westwards and eastwards, and the Canadian Northern Railway westwards and with the south. A line of railway is being built from these points by the Grand Trunk Pacific Railway to give communication with the Transcontinental Railway.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, in the hands of

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\* In exceptional cases this length can with certain manœuvring, be somewhat increased, being governed, of course, by the form of the vessel. As a matter of fact, there are vessels now using the canals whose length, over all, is 265 feet, and width of beam 37 feet.



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competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine, they are well lighted throughout by electricity. The Sault Ste. Marie, the Cornwall and the Soulanges canals are electrically operated. Installations for electrical operation of the Welland Canal and the Lachine Canal are in progress. The Farran's Point Canal is lighted with acetylene gas.

During the year, the work of deepening and widening the upper entrance to the Sault Ste. Marie Canal has been carried on, the object being to afford a depth of 21 feet 5 inches of water below extreme low water mark, a much needed provision in view of the size and draught of the vessels plying on the great lakes in the present day. This improvement will admit of the full use of the capacity of the lock itself.†

On the Welland Canal, the work of installation of machinery and appliances for the electrical operation of the lock gates was placed under contract. A considerable increase in the traffic through the canal is reported. The elevator at Port Colborne was practically completed before the close of the year.\*

On the Ontario St. Lawrence Canals, considerable work was done during the year in the way of dredging out and cleaning up the upper entrance of the Galops Canal, the removal of shoals in the river west of that point, and the cleaning up of the new north channel, further west. The channel through the Galops Rapids has been buoyed out by the Department of Marine and Fisheries, under whose control it has now been placed. An automatic gauge on the north pier at the lower entrance of the north channel serves to indicate the depth of water available from time to time in the channel, for the information of those desirous of running the rapids.

Under authority of orders in council, dated Dec. 24, 1906, and Oct. 14, 1907, the Beauharnois Canal, on the south side of the River St. Lawrence, being no longer required for the purposes of navigation for which it was constructed, has been leased for the development of electrical power for industrial enterprises. The lease, dated Dec. 10, 1907, is for a period of 21 years, dating from January 1, 1908, with option of renewal for two further like terms. The rental is \$12,000 a year. By this action, the considerable expense of maintenance and operation of the work is saved, and it is made productive of pecuniary advantage, through the rental derived. The dyke along Hungry Bay, which was not comprised in the lease, has demanded considerable work in the way of repairs: measures are being taken for its permanent protection.

On August 29, 1907, the cantilever bridge in course of construction over the River St. Lawrence above Quebec, collapsed with such suddenness that its fall unhappily involved a heavy loss of life amongst the various workers engaged on the structure at the time. Immediate steps were taken to ascertain the cause of the accident, and to place the responsibility for it justly.

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† The elevation of the bottom of the Canadian lock is three inches lower than the American; thus affording, at all stages of the river, three inches greater depth of water for navigation.

\* Though not coming within the scope of the fiscal year, it may here be stated that the operation of this elevator commenced on the 5th of October, 1908, the first cargo being then unloaded into it.



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Under authority of an order in council, dated August 31, 1907, a Commission was appointed to investigate, under oath, and to report on all matters incidental to the collapse of the bridge. This Commission consisted of three members, namely, Messrs. Henry Holgate, C.E., J. G. G. Kerry, C.E., and Professor Galbraith.

After an exhaustive investigation, the Commissioners prepared a voluminous report, full of details, and illustrated with plans and photographs. This report was submitted on February 20, 1908, and was laid before Parliament last Session. It is a public document, and speaks for itself. I do not conceive it to be any part of my duty to do more than state the above facts. The history and nature of the undertaking, and the financial assistance given to it by the Government, will be found set out, in brief, in the pages of my report dealing with railway subsidies, under the heading 'Quebec Bridge and Railway Company.'

On the Lachine Canal, the south locks of the canal at the entrance have been rebuilt at the cost of income, and the walls of certain of the basins and other parts of the canal have been in part reconstructed; the material used being concrete. These works form a very desirable and lasting improvement to the canal.

An improved system of dealing with the various materials used on the Quebec canals has been instituted; the object of which is to check and control expenditure in this direction.

On the Rideau canal, the freshets in the spring of the year 1907 did considerable damage, necessitating heavy repairs. The exceptional dryness of the summer resulted in a lowering of the level in lower Rideau lake, entailing unavoidable inconvenience to navigation.

The maintenance and operation of the Trent canal now extends from Healy's Falls, about 16 miles below Hastings, to Lake Simcoe. From Healy's Falls to Orillia on Lake Simcoe the distance is 160 miles. A lighthouse was erected on this lake at the entrance to the canal, and at various points on the canal lighthouses were built. The several works taken over from the Ontario government in 1906, controlling the supply of water from the back lakes were repaired, and, in some cases, rebuilt. On the 6th of July, 1907, the formal opening of the Kirkfield hydraulic lift lock took place, thus completing the link between Balsam Lake and Lake Simcoe; the various settlements on which are thereby placed in direct communication with the districts traversed by the Trent canal.

On the section between Balsam and Cameron Lakes known as the 'Rosedale section,' a new lock, dam and short canal have been placed under contract. The new lock will be of the same dimensions as those of the Ontario-Rice Lake division, and will take the place of the present old wooden lock, which is only about 29 x 100 feet.

Contracts have been entered into for the construction of a canal from Cook's bay at the south end of Lake Simcoe up the Holland river to Holland Landing, a distance of 8½ miles, thence to Newmarket, a further distance of 4½ miles.



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On the Ontario-Rice Lake division, which extends from Trenton, Lake Ontario, to Rice Lake, a distance of 58 miles, four out of the seven sections into which the work has been divided have been placed under contract during the past year, namely, section 1, from Trenton to Glen Millar,  $4\frac{1}{2}$  miles; section 2, from Glen Millar to Frankford,  $4\frac{1}{2}$  miles; section 3, from Frankford to a point 3 miles west of Glen Ross,  $7\frac{1}{2}$  miles; section 5, from Campbellford to Crow Bay, 3 miles. The rise to be overcome is 369 feet. All works will be built of concrete and the locks will have 8 feet 4 inches of water on the sills, and be 175 feet long by 33 feet wide. The several short canals and the intermediate river reaches will have a depth at normal level of nine feet. Much submarine rock and earth excavation will be required throughout this division.

Good progress has been made on sections Nos. 1, 3 and 5.

The field work of the surveys for a route between Lake Simcoe and Georgian bay via Kempenfeldt bay, at the southwestern end of that lake, and the River Nottawasaga, was completed in the early part of the summer of 1907, and the office work of digesting the information obtained and of preparing the necessary plans and profiles was well advanced towards completion at the close of the fiscal year. This is an alternative route to that via the River Severn.

General plans, profiles and estimates, &c., of the proposed improvements to the east branch of the Welland river from Newmarket to Aurora, and of the west branch of the same river to Schomberg were completed, together with detailed plans of structures for the west branch.

## GENERAL OBSERVATIONS.

The Act of 1907, chap. 23, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund' came into effect on the 1st of April, 1907. The main feature is that a contribution of  $1\frac{1}{2}$  per cent of each month's salary and wages will be made by each employee to the fund, to which a like amount will be added by the railway. Interest at 3 per cent per annum will be allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to  $1\frac{1}{2}$  per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be \$20 a month, and the maximum  $\frac{2}{3}$  of his said average monthly pay. The fund is administered by a board of five persons, the general manager, two others approved by the Minister and selected from the chief officers of the railway, and the remaining two elected annually by the contributing employees.

During the past fiscal year the contributions of the railway employees amounted to \$82,707.74, and a like contribution by the railway brought the total funds up to \$165,415.48. The total expenditure was \$27,760.63, leaving a balance of \$137,654.85. Adding to this the interest allowed on the employees' contributions, the total at the credit of the fund on the 31st of March, 1908, was \$139,249.21. It had been foreseen that the expenditure, in the early years of the operation of the scheme, would be



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considerably less than the receipts; a rapid increase of expenditure, however, must be looked for as time goes on.

In the course of the past year 142 employees have been retired from the service and placed on the fund. Of these, 11 have died, leaving the number of those enjoying the allowance at the close of the year 131.

The benefits to the employees so retired, and also to the railway itself, are great; the employees find faithful service recognized by a provision for their old age or disablement, and the railways gain in the removal from the sphere of active work of those no longer fitted to perform it. To this must be added the moral effect produced on the whole body of men employed by the consciousness that good conduct on their part will ensure them provision for their future needs.

The congestion of traffic to which I referred in my report of last year as seriously affecting the railway companies both of Canada and of the United States, and taxing the best efforts and ingenuity of the railway officials to meet the difficulties resulting from it, has not been felt during the past year. In fact, the reverse has been the case, and the supply of rolling stock has been much in excess of the public requirements. This is not altogether a matter for congratulation, being due to the financial depression, with its consequent reduction in the movement of goods, that has characterized both countries, and from which they are but slowly recovering.

The above remark covers, also, the feature to which I had drawn attention, the retention for unreasonable time on United States railways of the Intercolonial Railway freight cars. As a corollary of reduced traffic, the difficulty has, at all events temporarily, disappeared. I may add that on March 1, 1908, the rate of fifty cents per diem charged for car rental was reduced to twenty-five cents by the American Railway Association, of which the Intercolonial, and the principal railways of Canada and the United States are members; being bound by its car service and per diem rules.

I repeat here my observation, made in my last report, with regard to Sunday traffic :

‘A very important feature of difficulty in railway operation as regards the movement of freight results from the statutory provision known as the “Lord’s Day Observance Act,” being the Act of 1906, chap. 27. Speaking from the point of view of the Intercolonial only, I may say that the effect of this enactment is to reduce the working capacity of the locomotive and rolling stock of the road by about one-eighth, through enforced idleness, and further to increase, by a proportional amount, the demands on the service on week days to make up for this period of inaction.

‘In the case of the canals, it has been found absolutely necessary, season after season, to keep them open on Sundays towards the close of the year, in order to meet the requirements of an ever-increasing traffic.

‘The question is, no doubt, one of considerable complication, and will, some day, as the difficulty becomes more accentuated, demand a modification of the restriction.’

By a recent Order of the Board of Railway Commissioners for Canada, a considerable alleviation of the situation has been reached, and a reasonable right of movement of freight has been accorded to railway companies; this Order being in pursuance of powers conferred on the Board by the Act in question.



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In my report of last year, I drew attention to the fact that while performing the work of providing special train service for the transport of European mails, and being debited with the cost entailed, the Intercolonial Railway receives no portion of such cost from the Post Office Department.

The distances run last year by these special fast trains aggregate a total of 53,233 miles; and on the basis of the Grand Trunk Railway charges for this class of train, \$2 per mile, the amount that would have had to be expended by the Post Office Department for this service, if performed by other than the Government road would be \$106,466. Not only did the Intercolonial receive no portion of these legitimate earnings; but has itself to bear the whole cost of the service.

At all events, this unfair position should be borne in mind when regarding the aggregate expenditures on the railway, year by year.

The question of the freight rates on the Intercolonial calls for early consideration and action, and, to this end, I have made comparison between these rates and those in force on the Grand Trunk Railway.

The general freight tariff in use on the government system of railways was approved of by an order in council of November 19, 1897; that of the Grand Trunk Railway by a like order of June 9, 1900.

For the purpose of comparison, the rates for distances of 100 miles and 250 miles, respectively, have been worked out. It is assumed that the 100-mile distance rate reaches the ordinary every day small shipper; the 250-mile distance is the average haul of each ton on the Intercolonial, and is probably not far wrong for the Grand Trunk Railway. The Intercolonial average rate is 80 per cent of the Grand Trunk for the 100-mile distance, and for the 250-mile haul, 72 per cent.

On the 29th of May, 1906, authority was secured by order in council to increase the maximum standard freight tariff on the government system of railways, but this order has not, so far, been brought into force. The effect of the increase would be to add to the 100-mile haul about 8 per cent, and to the 250-mile haul 12½ per cent; or, in other words, it would not call upon the customers of the railway to pay quite as high rates as are granted by the Grand Trunk Railway to competitive distributing centres.

The commodity rates, and special rates for specific articles are, in like manner, very much lower than on any of the corporation-owned railways.

I do not think that the rates on the corporation-owned railways are high. The sworn statement returns do not show any undue earnings, and I am convinced if these railways were forced to accept the rates in force on the government system of railways it would mean the insolvency of every one of them.

The cost of all the material required for maintenance and operation of the railway is steadily increasing; wages of all the men are also steadily increasing, and, in addition, the conditions under which the men work are being made more favourable



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for the employees. This is in common with the general improvement of the condition of labour all over the country; the labouring man is steadily improving the conditions under which he works. Urgent demands for greater facilities all along the line are constantly made, and are well nigh irresistible; faster freights and quicker despatch are a necessity to meet the demand of customers.

It is, therefore, in my opinion, necessary that the authorized rates be put in force to meet the increased obligations entailed on the Intercolonial.

The revival and expansion of the Canadian ship building industry, long dormant, on the great lakes, is a highly gratifying feature of the present day. Heretofore the sources of supply of the vast fleet of huge steel vessels plying on these waters have been the United States, England and Scotland. Canadian shipyards, notably those of Collingwood on the Georgian Bay, Lake Huron, are now awakening to the great possibilities before them, and a number of large steel vessels adapted for carrying 200,000 to 300,000 bushels of wheat have been built in them. At Collingwood, too, there has been built a fast and luxuriously fitted steamer for the route between Sarnia, Port Arthur, Fort William and Duluth, to be run by the Northern Navigation Company in connection with the Grand Trunk and Grand Trunk Pacific Railways. Her dimensions are: Length, 365 feet, and 50 feet beam, with 27 feet moulded depth. She will carry 400 first-class and 70 second-class passengers, and 3,000 tons of freight. The development of this industry means much for Canada.

The question of enlarging the Welland canal is passing beyond the stage of mere tentative suggestion, and assuming the position of a need voiced by many practical business men, composing boards of trades in important cities, from Halifax to Vancouver,\* who being fully acquainted with the immediate conditions of traffic on the lakes, and capable of wisely prognosticating the expansions of trade and commerce between the east and the fast-growing west are urging that no time be lost in providing better means of water communication between Lake Superior and Lake Ontario.

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\* Resolutions urging enlargement have been sent to the department by 27 Boards of trade and other commercial bodies, including the Dominion Marine Association and the Grain Produce Exchange of Winnipeg.

The following extract from these resolutions will show the attitude of the applicants:

“\*\*\*\*\* the enlargement and improvement of the Welland canal is a matter of the most urgent importance to Canada, both as a means of reducing the cost of transportation of grain and other export products from the interior to tide-water, and also as a means of making the St. Lawrence route the highway which it should be, not only for the export commerce of the Dominion, but also for that of the central and northern portion of the United States.

“That at present the route from the head of the lake to the sea board via Buffalo and New York enjoys a great advantage in the cheapness with which grain can be carried from western lake ports to Buffalo in large vessels of 10,000 tons and over; that that advantage will be further increased by the enlargement of the Erie canal which has been undertaken, whereby barges of 1,000 tons will replace those of 250 tons now in use on the second portion of this route; and that under existing conditions the Canadian route via the Welland canal cannot possibly compete with that via Buffalo and New York, even if Port Colborne harbour is improved so as to provide the same facilities for storage and transshipment as are now available at Buffalo, because additional difficulties and expenses are entailed in providing for the navigation of the second part of the route which includes, with the Welland canal and the St. Lawrence, the broad exposed waters of Lake Ontario.

“That on the other hand if the Welland canal is enlarged and improved so as to permit these large vessels of the upper lakes to extend their voyages to the full length of deep water at or below the foot of Lake Ontario, the longer haul of the large cargoes in unbroken bulk will place the advantage decidedly with the Canadian route.

“That the comparative facilities will then be:—By the New York route, a steamer of 10,000 tons for 900 miles to Buffalo, and a barge of 1,000 tons for 450 miles to New York;



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The canal accommodation at the Sault Ste. Marie, ample as it was but a few years ago, with one small lock (increased in 1896 to three and they the largest in the world), is already regarded as calling for further provision. With a commerce amounting in season of 1907 to 58,217,214 tons; with a fleet of 879 vessels plying on these upper waters, 302 being of 5,000 to 14,000 tons capacity, and 77 steamers of over 10,000 tons, and with a steady development, year by year, of vast proportions, the policy of a prescient recognition of the requirements of even ten years hence, is no doubt a wise one. In 1897 the freight carried was only 18,982,755 tons, and what the traffic will be in ten years, with the growing Canadian west behind it, can be predicted with large increase of the present figures. The Welland canal, with its system of no less than 25 lift locks, whose dimensions are no more than 270 feet in length by 45 feet in width, with but 14 feet of water on the sills, and a canal prism so narrow as to compel severe restrictions on speed, is the only means of further approach to the sea.

A vessel of 255 feet in length and 44 feet beam, the dimensions to which vessels using the Welland canal are practically restricted, has a very limited carrying capacity,\*\* and to make a remunerative voyage from Lake Superior western ports to Lake Ontario eastern ports vessels should be capable of carrying 7,000 to 10,000 tons.

The growing importance of water transport in Canada is shown by the fact that the total quantity of freight carried on the Dominion canals for the season of 1907 was 20,543,639 tons, an increase over the previous year of 10,020,454 tons, or 95·2 per cent. This addition was largely at the Canadian Sault Ste. Marie canal, where the 6,574,039 tons of 1906 was increased to 15,588,165 tons in 1907.

The quantity of freight that passed down the Welland Canal from points west of the canal to Montreal was 789,167 tons, as against 479,442 tons in 1906; of this.

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By the Canadian route, a steamer of 10,000 tons for 1,100 miles to the east end of Lake Ontario, and a barge of 2,000 tons for 170 miles to Montreal.

“That the comparative cost of transportation would then be:—

	Per Bushel.
From foot of Lake Erie. Buffalo to New York, including terminals.. . . .	4·90c
Improved Welland canal from Port Colborne to foot of Lake Ontario.. . . .	·50c
From there to Montreal by river barge, including transshipment and all other terminals.. . . .	1·625c
Additional insurance via St. Lawrence.. . . .	·25c
	<hr/> 2·375c

Balance of cost in favour of the St. Lawrence route.. . . .	2·525c
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‘That the above comparisons establish the complete supremacy of the proposed improved Canadian route.

“That the saving in cost of transportation means a corresponding saving to the producer of the grain of two and one-half cents on every bushel; and that on a crop of 75,000,000 bushels the saving would be at least \$1,875,000.

“That no other proposed route shows so effective a method of reducing the difference between the price paid by the consumer for our products and the price realized by the producer; That no other route offers the same opportunity to retain Canadian trade and at the same time to invite trade from the United States into Canadian channels; That no other route is so feasible, and no other is so easily within our means.

“That what is to be avoided is the frittering away of our national resources on works which cannot, within practicable cost, accommodate vessels of the size necessary to accomplish national results in the conditions of existing and further business.

“Be it therefore further resolved:

“That in the opinion of this Board of Trade, the work of enlarging and improving the Welland canal should be undertaken by the Dominion government without further delay.”

\*\* A cargo of 2,440 tons of wheat has gone through the Welland canal in a propeller whose length is 260 feet, and beam 43 feet, drawing 14·2 feet of water.



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635,573 tons were grains. One hundred and two Canadian and 14 American vessels business men, composing boards of trades in important cities from Halifax to Vancouver took their grain cargoes, 5,168,796 tons, to Montreal without transshipment, against 108,734 tons carried in 74 Canadian and 10 American vessels in 1906. The quantity of grain carried down the Welland canal to Kingston and Prescott was 840,890 tons. The Grand Trunk and Canadian Pacific Railways carried to Montreal 383,735 tons of grains, a decrease, compared with the previous year, of 3,228 tons. It will be clear from the above that the use of water transport for certain classes of commodities, where it is available, is becoming more and more commercially desirable from the economic point of view.

Being unable, in face of the patent facts before me and the demands put forward by the shipping, forwarding and trade interests of the country, to do otherwise than contemplate the possibility of the decision being reached to enlarge the Welland canal, I desire here to express my personal opinion as to the features that should, and probably must, govern the execution of such a scheme, if undertaken, so that there may be no misunderstanding as to the extent of the work involved, and so that those advocating it and those concerned in the decision as to its adoption may realize its full import.

The dominant factors to be considered are threefold. (1) The extent of accommodation to be provided; (2) the time to be consumed in passage, and (3) the cost of the work.

As to the first point, the larger class of vessels of from 500 to 600 feet in length using the Sault canals, should be provided for on an enlarged Welland. The depth of the water should be 25 feet in the reaches and not less than 22 feet on the lock-gate sills; further, the canal prism should be widened.

The question of saving time in passage is one of great importance.

It is essential to speed that a certain amount of water should at all times be under the keel of the vessel, and that the width of the water way should be greater than is requisite for slow-moving vessels. It is further essential that the number of locks should be as limited as possible; this can only be attained by increasing their lift or drop. The multiplicity of locks on the present canal is not only an unavoidable source of great delay in passage, but each separate work is itself a possible source of delay, the extent of which cannot be foretold, through accident due to the breaking of its gates. The present number of lift-locks is twenty-five.

By widening the canal prism to about two and a half times its present width, and increasing its depth to 25 feet, vessels could pass through at two-thirds of full speed. The number of lift-locks might be reduced to seven; their lift to be 25 feet. This would greatly reduce the normal delays, and would also minimize the risk of delay through accident.

With the above measures of accommodation, the passage through the canal, which now consumes an average of 15 hours in the case of a loaded vessel of full canal size, could be effected in about seven hours.



## SESSIONAL PAPER No. 20

With regard to the cost of such works as those above outlined, it is impossible, in the absence of the necessary surveys, to make any reliable estimate.

The time to be consumed in their execution should not, with modern appliances, exceed five years.

I have made the foregoing observations as a means of readily reaching a large number of people desirous of information, but with whom verbal or written communication on the subject is impracticable, and not as prematurely and gratuitously either advocating or deprecating the project.

While making these remarks I am not unmindful of the claims to consideration due to the Montreal, Ottawa and Georgian Bay Canal project; the economic and commercial aspects of which should be carefully looked into before it is undertaken.

In the case of this canal, however, not only is the work one of great magnitude and cost, but even under the most favourable conditions, many years would be required to complete it, and, meanwhile, the demands for better water accommodation between the west and east must remain unmet.

In an enlarged Welland canal, the existing canal would itself facilitate construction, and progress would be comparatively rapid, resulting in early completion; while the cost would be but a fraction of that entailed by the larger scheme. Both projects are, no doubt, desirable of execution, and both will probably, some day, be realized; the minor one is, however, urgent.

In dealing with this question of canal enlargement in its prospective bearings, there is a very natural tendency to keep before the mind the enormous figures that represent the canal traffic at the Sault Ste. Marie, to which I have above very briefly referred, or the commerce of the Detroit river, which is considerably greater even, being, in 1907, 71,226,895 tons, and to conclude that a considerable portion of this could, if better means of access were provided, be diverted to the River St. Lawrence and so to the sea via Montreal. This conclusion, however, would be erroneous.

The eastbound traffic of the Sault is mainly in ores destined for Cleveland and Pittsburg. Of the total water borne traffic originating in Lake Superior, it is probable that 95 per cent would never seek the sea, but would be absorbed, as now, in the great manufacturing and milling districts bordering on Lakes Michigan, Huron and Erie.\*\*

It is, at the same time, however, to be borne in mind, when dealing with such enormous figures as those of the eastbound traffic from Lake Superior, that even five per cent of the traffic would itself reach to a high figure, amounting on, say, 60,000,000 tons to 3,000,000 tons; while during the season of 1907, the traffic from points west of the Welland canal to Montreal aggregated only 789,167 tons, of which 635,573 tons were grains.

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\*\* Of the total freight passed through the Sault Ste. Marie canals during the season of 1907, 58,217,214 tons, the quantity passed east was 45,544,319 tons, and comprised 39,594,944 tons of iron ore, 1,105,811 tons of lumber, of wheat, 2,944,073 tons; 995,051 tons of other grain, and 687,102 tons of flour.



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Water transport comprises much more than the mere conveyance of goods. It is the great controller and restricter of freight charges as against its competitor the railway, and, by this control, the producer and the consumer and the several interests lying between them all profit.

Meantime, pending determination as to the enlargement of this canal, and its execution, if it be decided to carry it out, we have in the now completed grain elevator at Port Colborne—the machinery equipment of which is competent to handle 2,000,000 bushels, though the storage capacity of its bins is, at present, limited to 800,000 bushels—the best available means of utilizing such facilities as the present canal affords, and so tending to prevent the diversion to other routes of the traffic which Canada may reasonably expect to attract to her own waterways.]

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1908, is now prepared by the Departmental Comptroller of Statistics, and is issued as a separate report. It contains a mass of highly important and interesting information on the subject, in its various phases.

The traffic statistics of the Dominion canals for the season of navigation of 1907 are compiled under the direction of the same officer, and are also issued as a separate report. They will be found of much value, as indicating the nature and extent of the water-borne traffic on the Canadian inland waters.

I have the honour to be, sir,

Your obedient servant,

M. J. BUTLER,

*Deputy Minister and Chief Engineer of Railways and Canals*



PART I

STATEMENTS OF THE ACCOUNTANT







No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals,  
Dominion of Canada, during the Fiscal year ended March 31, 1908.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
CANALS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beauharnois.....		2,260 81	7,032 31	13,019 76
Carillon. . . }		1,387 35	23,019 45	9,775 35
Grenville.. }				
Chambly.....	157 90	34,264 31	28,375 21	30,627 72
Cornwall ..	9,897 90	11,270 83	73,651 90	35,708 68
Lachine.....	203,307 25	92,362 48	74,222 78	70,427 37
Murray.....		37,334 70	4,244 42	2,953 23
Rideau.....		42,903 03	44,875 16	55,090 45
Sault Ste. Marie .....	140,433 22		20,345 38	23,206 00
Soulanges.....	50,634 01	4,245 18	28,988 36	35,687 11
Ste. Anne.....		2,501 42	2,248 29	1,693 63
St. Lawrence....	North Channel ..	40,500 00		
	Galops Channel.....	4,862 30		
	Removal of shoals upper entrance Galops Canal .	8,114 47		
St. Ours .....		3,338 79	2,894 76	2,121 43
St. Peter's .....			3,371 13	942 64
Trent.....	343,176 05	96,315 87	32,826 38	33,382 94
Welland.....	806,760 46	138,430 19	108,101 56	78,460 40
Williamsburg—Galops.....	100,312 81	16,635 15	19,441 86	18,563 82
Total.....	1,708,156 37	483,250 11	473,638 95	411,660 53
GENERAL ON CANALS.				
Dredge vessels—Lachine.....				7,297 44
" Rideau.....				10,458 20
Miscellaneous.....			2,175 46	499 47
Salaries and contingencies, canal officers.....			32,544 39	
Sunday labour.....			29,449 80	
Surveys and inspections .....		1,864 48		
Quebec Canals {	Maintenance.....		19,094 23	
	Remarking boundaries.....	2,479 70		
	To build dump scows. ....	4,494 90		
	To purchase cement.....	14,999 70		4,000 00
Total.....	14,999 70	24,760 08	83,263 88	22,255 11
RAILWAYS				
Intercolonial .....	4,363,494 01		9,157,435 53	
National Transcontinental .....	18,910,449 41			
Prince Edward Island .....	390,461 83		399,947 79	
Windsor Branch.....			37,912 11	
Canada Eastern.....	19,000 00			
Total. ....	23,683,405 25		9,595,295 43	

NOTE.—Up to and including the year 1906 the Fiscal year ended June 30th, after which the closing date is March 31st.



8-9 EDWARD VII., A. 1909

STATEMENT showing the amount expended by the Department of Railways and Canals, &c.—*Concluded.*

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
GENERAL ON RAILWAYS.				
Contribution to McGill College. ....		2,500 00		
Railway Statistics.....		2,963 69		
Railway Subsidies.....		2,037,629 30		
Governor General's car.....		642 54		
Railway Commission.....		123,679 22		
Subscription to Railway Congress, Brussels..		97 33		
Surveys and Inspections .....		45,603 71		
Government Director Grand Trunk Pac. Ry.		2,000 00		
Arbitration and Awards .....		779 90		
Can. Pac. Ry.—Compensation right of way..	600 00			
Total .....	600 00	2,215,895 69		
MISCELLANEOUS.				
Cost of litigation .....		5,030 79		
Extra clerks preparing returns to Parliament		155 06		
Salaries of engineers, draughtsmen, &c .....		36,340 00		
" extra clerks, &c. ....		3,590 14		
Total.....		45,115 99		
RECAPITULATION.				
Total on canals .....	1,708,156 37	483,250 11	473,638 95	411,660 53
" general .....	14,999 70	24,760 08	83,263 88	22,255 11
Total on canals .....	1,723,156 07	508,010 19	556,902 83	433,915 64
Grand total canals, \$3,221,984.73 .....				
Total on railways.....	23,683,405 25		9,595,295 43	
" general .....	600 00	2,215,895 69		
Total on railways.....	23,684,005 25	2,215,895 69	9,595,295 43	
Grand total railways, \$35,495,196.37 .....				
Grand totals railways and canals, including miscellaneous, \$45,115.99.....	25,407,161 32	2,769,021 87	10,152,198 26	433,915 64

Total amount expended, \$38,762,297.09.

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



SESSIONAL PAPER No. 20

## No 2.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to March 31, 1908.

## ST. PETER'S CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		156,523 32			
" since	1868	21,519 72			
"	1869	70,719 80			
"	1870		46,193 57		
"	1871			225 36	555 78
"	1872			280 00	6,122 07
"	1873			343 32	6,539 58
"	1874			725 93	1,558 57
"	1875	20 97		560 00	889 35
"	1876	11,125 00		641 55	
"	1877	63,330 18		600 00	17 45
"	1878	26,511 51		600 00	
"	1879	107,337 75		631 50	
"	1880	80,120 54		400 00	
"	1881	69,434 76		959 58	
"	1882	484 00		1,920 54	200 63
"	1883			2,089 19	232 42
"	1884	2,471 40		2,601 47	367 85
"	1885	16,820 15		1,929 11	183 11
"	1886	2,316 85		2,360 67	297 81
"	1887	1,087 75	750 00	2,777 13	343 23
"	1888			3,217 77	1,588 40
"	1889		500 00	3,085 29	353 38
"	1890			3,110 15	255 34
"	1891	972 65	510 53	3,255 30	312 02
"	1892	14,387 00	30,936 82	3,007 70	1,461 24
"	1893	811 59	9,987 78	2,938 15	1,856 30
"	1894	437 05	3,852 21	2,935 94	1,986 70
"	1895	868 44	26,222 46	2,499 81	353 55
"	1896	1,455 21	16,743 64	2,182 04	260 90
"	1897			2,728 38	1 20
"	1898		111 70	2,785 25	453 85
"	1899			2,819 86	456 61
"	1900			2,833 24	1,483 30
"	1901		2,311 26	2,730 44	841 63
"	1902		10,014 43	2,939 81	274 44
"	1903			2,836 49	764 11
"	1904			3,126 94	122 45
"	1905		3,000 10	2,969 90	1,095 90
"	1906			3,239 19	253 65
"	1907			2,468 78	246 87
"	1908			3,371 13	942 64
LESS—Refunds of previous years.		648,755 64 208 50			
Total		*648,547 14	151,134 50	80,726 91	32,672 33

\* Expenditure as above.....\$ 648,547 14  
Less expenditure prior to Confederation ..... 156,523 32

Agreeing with Public Accounts, 1908, page 4.....\$ 492,023 82

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BAIE VERTE CANAL.

				Year ending.	Capital.	Income.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
"	since	"		1869		
"	"	"		1870		
"	"	"		1871		17,929 34
"	"	"		1872		6,399 41
"	"	"		1873		14,943 83
"	"	"		1874		4,018 90
"	"	"		1875		443 00
"	"	"		1876		110 75
"	"	"		1877		22 30
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		520 00
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887		
"	"	"		1888		
"	"	"		1889		
"	"	"		1890		
"	"	"		1891		
"	"	"		1892		
"	"	"		1893		
"	"	"		1894		
"	"	"		1895		
"	"	"		1896		
"	"	"		1897		
"	"	"		1898		
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
"	"	"		1906		
"	"	"		1907		
"	"	"		1908		
Total.....						44,387 53

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*  
LACHINE CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure by Imperial Government.....		40,000 00				
Government expenditure prior to Confederation.....		2,547,532 85				
Government expenditure since Confederation .....	1868			1,852 70	13,742 05	10,431 51
" .....	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement from 1845 to 1848 .....			2,589,532 85			
Expenditure by Dominion Government .....	1870				15,834 49	13,302 39
" .....	1871			12,231 40	17,478 52	15,093 25
" .....	1872	36,708 15			16,076 93	12,334 69
" .....	1873	7,824 28		35,158 21	23,601 03	34,300 60
" .....	1874	158,618 35			25,811 07	22,828 66
" .....	1875	197,420 52			28,592 01	30,057 34
" .....	1876	327,769 39			33,797 73	29,103 65
" .....	1877	1,439,375 73			33,148 86	19,824 33
" .....	1878	1,484,619 63			39,062 97	13,646 41
" .....	1879	958,053 30			42,338 84	12,400 78
" .....	1880	369,566 74			38,950 90	10,223 62
" .....	1881	292,165 51			39,027 99	19,888 33
" .....	1882	252,821 33		2,978 66	41,158 90	17,116 46
" .....	1883	396,496 96		1,859 68	45,554 91	18,199 59
" .....	1884	188,266 18			48,624 51	19,683 24
" .....	1885	111,215 23			49,004 85	20,199 78
" .....	1886	210,509 42			50,969 10	19,199 18
" .....	1887	28,772 52		12,981 59	53,113 97	22,567 81
" .....	1888	19,414 34		7,996 38	52,229 61	19,999 64
" .....	1889	76,032 96		972 71	54,110 67	22,957 71
" .....	1890	7,448 03		8,238 46	53,114 34	22,999 38
" .....	1891	217 53		16,155 75	50,721 69	36,292 98
" .....	1892	87,852 35		27,480 80	52,729 37	67,499 62
" .....	1893	445,983 21		50,937 40	53,185 00	51,616 79
" .....	1894	64,345 14		17,152 48	60,174 03	40,939 70
" .....	1895	189,944 36		32,405 20	56,337 44	25,891 45
" .....	1896	184,998 25		8,193 15	58,342 96	24,950 20
" .....	1897	282,052 48		14,664 21	57,533 20	25,820 73
" .....	1898	216,717 44		819 62	57,282 50	33,391 92
" .....	1899	162,351 83		3,103 99	55,990 00	35,776 90
" .....	1900	125,009 41		12,210 88	56,791 45	31,988 81
" .....	1901	97,305 52		12,072 87	58,364 29	50,005 48
" .....	1902	113,328 26		36,249 02	59,435 33	45,853 97
" .....	1903	58,426 92		109,893 43	69,762 03	53,054 20
" .....	1904	181,487 06		162,705 14	77,233 17	50,660 92
" .....	1905	112,460 47		144,996 37	86,209 93	65,202 42
" .....	1906	103,798 28		133,518 77	84,708 78	60,064 84
" .....	1907	18,840 85		65,872 25	53,308 14	47,465 20
" .....	1908	203,307 25		92,362 48	74,222 78	70,427 37
Cost of enlargement.....			9,211,525 18			
Total.....			11,801,058 03	1,025,063 60	1,951,885 36	1,255,347 69

Total expenditure on capital account as above.....\$11,801,058 03

Less charged to St. Lawrence River Canals, see page 9.....\$2,950,104 15

Less expenditure by Imperial Government. .... 40,000 00

2,990,104 15

Agreeing with Public Accounts balance sheet, 1908, page 4.....\$ 8,810,953 88

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA July 31 1908.



8-9 EDWARD VII., A. 1909

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

				Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					1,611,424 11			
"	since	"	..	1868		63,193 75	9,349 99	6,216 98
"	"	"	..	1869		55 00	9,626 99	6,498 57
"	"	"	..	1870		27 50	10,117 57	6,384 81
"	"	"	..	1871			12,316 53	5,722 36
"	"	"	..	1872		27 50	11,792 46	15,733 38
"	"	"	..	1873		5,122 50	12,210 73	9,882 06
"	"	"	..	1874		26 00	15,392 51	10,990 56
"	"	"	..	1875		36 00	14,399 32	12,253 01
"	"	"	..	1876			14,465 86	17,170 83
"	"	"	..	1877			14,377 63	15,207 36
"	"	"	..	1878			14,383 37	9,861 05
"	"	"	..	1879			15,015 86	10,370 71
"	"	"	..	1880	266 15		15,362 61	8,997 34
"	"	"	..	1881			17,659 93	10,770 67
"	"	"	..	1882			18,804 53	20,813 86
"	"	"	..	1883		6,727 44	18,287 77	15,826 71
"	"	"	..	1884		3,277 98	19,107 38	16,232 61
"	"	"	..	1885		7,999 79	18,960 40	14,637 70
"	"	"	..	1886		8,491 80	19,228 90	14,356 00
"	"	"	..	1887		3,633 57	18,867 45	14,999 88
"	"	"	..	1888		14,411 97	19,325 05	14,285 98
"	"	"	..	1889		10,993 52	20,019 11	14,982 54
"	"	"	..	1890			19,847 42	14,999 20
"	"	"	..	1891		17,085 68	18,886 86	12,537 39
"	"	"	..	1892		1,696 23	20,050 01	14,999 80
"	"	"	..	1893			20,348 34	14,107 11
"	"	"	..	1894		6,547 72	20,574 53	13,903 46
"	"	"	..	1895		27,982 93	20,428 59	12,299 49
"	"	"	..	1896			20,725 47	15,050 85
"	"	"	..	1897		9,813 15	21,012 64	14,862 98
"	"	"	..	1898	25,000 00	5,799 34	20,650 00	16,164 92
"	"	"	..	1899		1,000 00	20,613 22	13,463 01
"	"	"	..	1900		4,959 22	20,147 59	14,505 30
"	"	"	..	1901		483 40	20,118 42	14,199 12
"	"	"	..	1902			16,682 52	6,532 33
"	"	"	..	1903			8,218 14	10,063 38
"	"	"	..	1904			9,236 27	11,936 37
"	"	"	..	1905		14,949 83	9,086 68	10,499 99
"	"	"	..	1906		2,531 24	9,291 91	18,640 71
"	"	"	..	1907		598 64	7,552 02	11,711 09
"	"	"	..	1908		2,260 81	7,032 31	13,019 76
Total .....					*1,636,690 26	219,732 51	649,574 89	525,691 23

\* See page 9 for total cost of St. Lawrence River and Canals.

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31. 1908.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*  
ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....					18,442 85	98,378 46
Government expenditure since Confederation. ....	1868					
" " .....	1869					
" " .....	1870					
" " .....	1871					
" " .....	1872					
" " .....	1873				33,241 69	
" " .....	1874				26,541 30	
" " .....	1875				20,611 36	
" " .....	1876				50,215 47	
" " .....	1877				47,377 31	
" " .....	1878				5,570 46	
" " .....	1879				9,265 77	
" " .....	1880				9,214 56	
" " .....	1881				6,927 96	
" " .....	1882		6,933 45	22,000 00	28,933 45	
" " .....	1883		3,574 31	41,300 00	44,874 31	
" " .....	1884		15,546 03	74,300 00	89,846 03	
" " .....	1885		13,710 17	101,400 00	115,110 17	
" " .....	1886		16,251 73	99,800 00	116,051 73	
" " .....	1887		20,037 31	54,400 00	74,437 31	
" " .....	1888		16,082 85	40,400 00	56,482 85	
" " .....	1889		1,293 92	17,200 00	18,493 92	
" " .....	1890		18,279 91	5,700 00	23,979 91	
" " .....	1891		35,137 25		35,137 25	
" " .....	1892		59,779 31		59,779 31	
" " .....	1893		52,643 39		52,643 39	
" " .....	1894		13,721 66		13,721 66	
" " .....	1895		1,223 72	181,552 03	182,775 75	
" " .....	1896		7,457 05		7,457 05	
" " .....	1897		12,347 31		12,347 31	
" " .....	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" " .....	1899	461,979 50	9,366 47	42,430 00	513,775 97	
" " .....	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" " .....	1901	184,790 34	19,389 75	91,211 97	295,392 06	
" " .....	1902	125,000 00	29,268 64	24,037 85	178,306 49	
" " .....	1903	126,833 94	16,432 28	25,000 00	168,266 22	
" " .....	1904	68,595 42	9,634 66	6,450 00	84,680 08	
" " .....	1905	93,025 89	25,743 51	49,734 70	168,504 10	
" " .....	1906	83,028 98		26,506 26	109,535 24	
" " .....	1907	61,528 34		13,350 00	74,878 34	
" " .....	1908	40,500 00		12,976 77	53,476 77	
Total.....		1,641,619 06	483,830 20	1,012,459 58	3,365,317 57*	98,378 46

\*In this total is included an expenditure on capital account of \$227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

## ST. LAWRENCE RIVER AND CANALS, SURVEYS, &amp;c.

St. Lawrence River and Canals, as above.....	\$ 3,365,317 57
Beauharnois Canal, <i>see</i> page 8.....	1,636,690 26
Cornwall Canal " 12.....	7,234,182 60
Williamsburg Canal " 14.....	10,473,624 10
Lake St. Louis " 10.....	298,176 11
Soulanges Canal " 26.....	6,955,317 59
Lachine Canal, from prior to Confederation to June 30, 1875, <i>see</i> page 7 ...	2,950,104 15
Lake St. Francis, <i>see</i> page 11....	75,906 71

Agreeing with Public Accounts balance sheet, 1908, page 4..... \$32,989,319 09

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS  
OTTAWA, July 31, 1908.







## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

## LAKE ST. FRANCIS.

					Year ending	Capital.	Renewals Chargeable to Income.
						\$ cts.	\$ cts.
Government expenditure since Confederation.....					1868		
"	"	"	"	"	1869		
"	"	"	"	"	1870		
"	"	"	"	"	1871		
"	"	"	"	"	1872		
"	"	"	"	"	1873		
"	"	"	"	"	1874		
"	"	"	"	"	1875		
"	"	"	"	"	1876		
"	"	"	"	"	1877		
"	"	"	"	"	1878		
"	"	"	"	"	1879		
"	"	"	"	"	1880		
"	"	"	"	"	1881		
"	"	"	"	"	1882		
"	"	"	"	"	1883		
"	"	"	"	"	1884		
"	"	"	"	"	1885		
"	"	"	"	"	1886		
"	"	"	"	"	1887		
"	"	"	"	"	1888		
"	"	"	"	"	1889		
"	"	"	"	"	1890		
"	"	"	"	"	1891		
"	"	"	"	"	1892		
"	"	"	"	"	1893		
"	"	"	"	"	1894		
"	"	"	"	"	1895		
"	"	"	"	"	1896		
"	"	"	"	"	1897		
"	"	"	"	"	1898	3,420 00	
"	"	"	"	"	1899	23,110 00	
"	"	"	"	"	1900	15,431 46	12,288 39
"	"	"	"	"	1901	15,000 00	8,060 30
"	"	"	"	"	1902	13,945 25	
"	"	"	"	"	1903	5,000 00	
"	"	"	"	"	1904		2,199 52
"	"	"	"	"	1905	†	
"	"	"	"	"	1906	†	
"	"	"	"	"	1907	†	
"	"	"	"	"	1908	†	
Total.....						*75,906 71	22,548 21

\* Included in total cost of St. Lawrence River and Canals, *see* page 9.

† Transferred to Department of Marine and Fisheries.

W. C. LITTLE,  
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, JULY 31, 1908.



8-9 EDWARD VII., A. 1909

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

CORNWALL CANAL.

	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....		1,933,152 69				
Government expenditure since Confederation .....	1868			2,786 00	11,244 47	3,774 18
" " ..	1869	10,692 04			10,347 91	3,859 14
" " ..	1870			17,780 05	10,368 16	7,145 42
" " ..	1871			7 50	11,848 39	8,891 61
" " ..	1872			10,000 21	10,594 30	8,163 70
" " ..	1873			1,011 75	13,042 25	12,467 65
" " ..	1874				13,405 20	7,610 70
" " ..	1875	1,780 00			13,351 91	7,097 34
Cost of original construction.....			1,945,624 73			
Expenditure by Dominion Government.....	1876				13,320 61	6,423 67
" " ..	1877	49,211 37			13,375 70	6,440 54
" " ..	1878	145,015 45			13,825 50	4,935 21
" " ..	1879	143,092 05			13,817 96	4,983 15
" " ..	1880	109,454 95			14,440 33	9,735 76
" " ..	1881	53,948 14			15,173 60	5,524 10
" " ..	1882	44,587 61			15,052 20	6,634 62
" " ..	1883	21,728 93			18,283 67	8,361 71
" " ..	1884	22,018 13			18,475 48	9,007 73
" " ..	1885	62,034 90		16,298 96	15,988 96	12,368 51
" " ..	1886	57,820 83		6,960 95	15,994 80	11,832 83
" " ..	1887	46,966 43			17,520 54	12,100 29
" " ..	1888	67,945 74			16,938 54	13,942 64
" " ..	1889	163,993 85			17,890 55	58,205 26
" " ..	1890	365,038 01		2,000 00	17,063 49	12,758 18
" " ..	1891	599,001 85		1,459 98	16,077 72	9,830 05
" " ..	1892	398,555 25		2,345 26	15,596 66	9,864 36
" " ..	1893	352,536 13			15,173 01	9,668 14
" " ..	1894	404,990 22			15,344 02	7,733 54
" " ..	1895	450,689 65		21,497 74	15,414 56	13,053 55
" " ..	1896	448,408 31		2,175 00	15,472 26	25,259 56
" " ..	1897	438,487 51			15,540 43	16,438 32
" " ..	1898	133,208 96			15,011 50	15,431 02
" " ..	1899	37,649 00		15,960 80	16,000 00	14,623 90
" " ..	1900	169,889 51		18,547 50	18,798 10	13,998 29
" " ..	1901	62,032 47			17,104 13	13,166 89
" " ..	1902	90,535 18			17,896 58	15,045 95
" " ..	1903	77,833 81			70,129 29	19,205 66
" " ..	1904	113,795 16		1,730 16	45,792 64	20,932 55
" " ..	1905	104,093 45		8,324 83	71,073 68	28,100 67
" " ..	1906	37,879 09		20,063 79	71,246 77	31,893 13
" " ..	1907	5,218 03		4,191 61	52,050 56	24,489 18
" " ..	1908	9,897 90		11,270 83	73,651 90	35,708 68
Cost of enlargement.....			5,288,557 87			
Total .....			*7,234,182 60	164,412 92	908,738 33	566,707 38

\* Included in total-cost of St. Lawrence River and Canals, see page 9.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, JULY 31, 1908.



STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS.

	Year ending	CAPITAL.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation being amount of original construction.....	1868	.....	.....	.....	1,320,655 54	.....	5,745 97	6,442 41
Government expenditure since Confederation.	1869	.....	.....	.....	.....	.....	5,769 81	5,670 88
"	1870	.....	.....	.....	.....	.....	5,573 13	6,546 16
"	1871	.....	.....	.....	.....	.....	6,382 17	5,308 41
"	1872	.....	.....	.....	.....	1,077 00	5,542 94	3,230 07
"	1873	.....	.....	.....	.....	.....	6,424 49	7,347 75
"	1874	.....	.....	.....	.....	.....	6,857 19	7,395 92
"	1875	.....	.....	.....	.....	.....	6,547 62	4,110 29
"	1876	.....	.....	.....	.....	.....	7,418 39	11,690 98
"	1877	.....	.....	.....	.....	.....	7,388 08	10,053 61
"	1878	.....	.....	.....	.....	.....	7,430 11	4,449 78
"	1879	.....	.....	.....	.....	.....	7,517 20	3,549 71
"	1880	.....	.....	.....	.....	.....	7,590 15	3,999 77
"	1881	.....	.....	.....	.....	.....	7,572 35	5,020 73
"	1882	.....	.....	.....	.....	.....	7,589 44	7,447 69
"	1883	.....	.....	.....	.....	.....	7,423 48	7,299 39
"	1884	.....	.....	.....	13 19	.....	7,757 04	7,349 37
"	1885	70,764 07	.....	32,473 05	2,473 44	.....	7,696 67	8,198 03
"	1886	78,014 92	.....	71,820 79	103,237 12	.....	7,671 54	7,847 05
"	1887	32,862 02	.....	82,990 98	149,835 71	.....	7,635 54	7,904 76
"	1888	16,628 95	.....	53,499 34	115,853 00	1,613 67	7,646 79	8,190 13
"	1889	37,661 15	.....	22,206 11	70,128 29	.....	7,485 28	8,794 61
"	1890	126,417 42	.....	12,660 95	59,867 26	.....	8,954 53	8,191 69
"	1891	172,779 88	.....	55,036 96	139,078 37	.....	8,678 25	7,987 40
"	1892	218,511 17	.....	158,034 15	230,670 60	797 83	9,458 33	8,551 32
"	1893	154,524 01	.....	217,669 28	376,545 32	3,675 00	8,676 03	8,347 97
"	1894	223,992 81	.....	274,397 42	372,193 29	.....	10,230 09	7,029 95
"	1895	118,464 53	.....	228,892 70	498,390 23	13,720 36	9,675 09	7,371 37
Carried forward..		2,853 76	1,250,620 93	1,209,681 73	3,786,298 59	20,883 86	210,337 70	195,327 20



STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS—Continued.

	Year ending.	CAPITAL.				Renewals Chargable to Income.	Staff.	Repairs.	
		Total.							
		Farran's Point.	Galops.	Rapide Plat.	Total.				
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Brought forward.		2,853	76	1,250,620	93	1,209,681	73	20,883	86
Government expenditure since Confederation.	1896	4,980	00	150,744	16	286,396	96	8,607	04
"	1897			262,793	78	205,480	55	3,880	76
"	1898	231,321	44	734,492	07	116,072	55		
"	1899	346,956	54	987,186	44	57,869	18		
"	1900	100,534	64	752,799	27	14,298	74	7,410	00
"	1901	111,158	39	390,112	78	76,501	57	4,137	04
"	1902	42,209	89	421,945	81	137,818	22		
"	1903	10,266	92	320,354	92	18,483	34		
"	1904	18,700	00	256,536	30	26,774	27	1,978	85
"	1905	8,108	99	292,337	29	8,109	98	5,573	69
"	1906			140,920	65			20,493	00
"	1907			45,782	52			18,405	65
"	1908			100,312	81			16,635	15
Total.		877,090	57	6,106,939	73	2,158,242	00	108,005	04
								397,032	10
								371,162	24

\* Original construction ..... \$ 1,320,655 54  
Cost of enlargement..... 9,152,968 56

Total.....\$10,473,624 10  
Included in total cost of St. Lawrence River and Canals, page 9.

DEPARTMENT OF RAILWAYS AND CANALS.  
OTTAWA, July 31, 1908.

W. C. LITTLE,  
Accountant.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

## WELLAND CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		222,220 00			
Government expenditure prior to Confederation .....		7,416,019 83			
" " since " .. 1868		12,097 84		37,679 05	38,852 96
" " " " .. 1869		43,486 36		39,060 61	50,773 03
" " " " .. 1870			22,173 72	40,340 45	65,009 19
" " " " .. 1871			48,569 10	42,383 33	53,381 02
" " " " .. 1872		53,680 32	6,022 44	37,085 37	50,276 90
" " " " .. 1873		82,282 20	47,876 27	45,382 99	66,550 73
" " " " .. 1874		746,420 61		50,966 48	103,666 99
" " " " .. 1875		1,047,119 91		52,595 00	88,539 99
" " " " .. 1876		1,569,478 19	700 00	57,623 31	81,376 12
" " " " .. 1877		2,199,962 61		59,963 47	49,783 93
" " " " .. 1878		2,138,392 99		60,138 59	66,393 53
" " " " .. 1879		1,552,697 41		59,912 23	56,755 57
" " " " .. 1880		1,252,924 75		63,198 10	76,535 25
" " " " .. 1881		1,242,943 37	6,593 19	56,398 04	69,249 53
" " " " .. 1882		603,402 17	13,664 80	74,641 51	84,374 97
" " " " .. 1883		549,433 29	5,979 03	109,207 21	72,707 62
" " " " .. 1884		432,336 21		113,276 87	90,926 97
" " " " .. 1885		463,505 38	6,150 21	112,670 00	91,534 66
" " " " .. 1886		215,380 75	1,359 00	111,660 22	69,507 48
" " " " .. 1887		1,071,073 87	3,828 67	109,371 69	77,440 80
" " " " .. 1888		429,720 94	10,740 86	110,806 01	86,518 97
" " " " .. 1889		225,910 21	43,803 80	113,587 05	77,547 77
" " " " .. 1890		117,633 22	51,648 28	109,202 02	72,686 19
" " " " .. 1891		36,371 03	19,767 73	107,662 63	82,548 30
" " " " .. 1892		29,541 21	9,008 80	104,673 73	73,771 87
" " " " .. 1893		8,259 94	25,103 13	104,926 73	65,016 84
" " " " .. 1894		1,571 78	13,430 20	102,018 80	53,053 71
" " " " .. 1895		3,809 35	24,245 02	90,438 07	48,270 94
" " " " .. 1896		1,677 67	18,768 99	87,988 11	62,542 64
" " " " .. 1897		2,282 35	22,283 06	88,095 20	41,247 81
" " " " .. 1898			34,803 25	84,806 54	59,571 66
" " " " .. 1899			30,099 84	86,110 88	56,270 60
" " " " .. 1900		18,167 29	37,164 84	84,888 36	59,507 64
" " " " .. 1901		224,536 96	87,777 43	86,889 24	72,055 89
" " " " .. 1902		303,997 81	78,905 37	88,048 95	69,279 90
" " " " .. 1903		315,819 49	94,127 21	90,684 05	72,004 59
" " " " .. 1904		555,751 00	31,140 58	91,115 35	85,717 88
" " " " .. 1905		890,457 82	34,559 42	91,928 96	111,418 62
" " " " .. 1906		715,198 24	28,799 66	107,932 96	78,704 93
" " " " .. 1907		480,305 03	56,036 47	75,031 24	53,247 50
" " " " .. 1908		806,760 46	138,430 19	108,101 56	78,460 40
Total .....		28,082,629 86	1,153,560 56	3,348,520 96	2,863,081 89

\* Total expenditure as above..... \$ 28,082,629 86  
Less expenditure by Imperial Government..... 222,220 00

Agreeing with Public Accounts Balance Sheet, 1908, page 4.... \$ 27,860,409 86

Original cost of construction, including first enlargement..... \$ 7,693,824 03  
Enlargement, including new Welland Canal..... 20,388,805 83

Total expenditure as above..... \$ 28,082,629 86

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.  
STE ANNE'S LOCK AND CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		134,456 51			
" since	1868			778 16	432 47
"	1869			1,062 96	1,873 51
"	1870			1,136 54	1,280 36
"	1871			1,285 84	1,539 02
"	1872		1,939 46	1,106 80	1,393 63
"	1873		540 11	2,199 64	1,264 40
"	1874	12,753 27		2,614 90	7,208 63
"	1875	32,627 71		1,859 20	4,506 68
"	1876	24,935 85		1,952 14	4,033 72
"	1877	30,003 08		1,982 65	1,756 93
"	1878	14,618 85		2,057 32	541 95
"	1879	22,113 02		2,202 03	3,259 70
"	1880	3,054 68		2,152 57	1,704 71
"	1881	69,042 76		2,553 02	3,257 92
"	1882	193,158 36		2,611 30	2,343 99
"	1883	172,959 95		2,569 86	3,448 83
"	1884	142,006 25		2,775 32	2,725 49
"	1885	93,679 57		2,618 60	4,042 04
"	1886	129,681 67		2,611 90	5,803 01
"	1887	45,276 08	6,054 10	2,537 41	1,499 96
"	1888	18,910 55	1,372 59	2,505 61	1,380 75
"	1889	24,786 33		2,569 22	1,730 79
"	1890	6,151 14		2,571 04	1,525 51
"	1891		8,173 69	2,505 69	1,503 56
"	1892		25,471 61	2,571 28	1,666 21
"	1893		6,521 88	2,581 08	2,800 03
"	1894		3,497 56	2,640 00	2,799 63
"	1895		3,694 33	2,508 14	3,025 91
"	1896			2,495 54	4,993 89
"	1897			2,357 51	1,688 12
"	1898			1,904 10	1,699 44
"	1899			1,920 12	1,997 96
"	1900			1,840 51	2,679 21
"	1901			1,895 89	3,999 02
"	1902			1,994 52	3,015 97
"	1903		1,984 39	2,072 17	4,684 42
"	1904			2,292 94	2,244 13
"	1905			2,151 01	6,091 44
"	1906			2,259 16	2,294 86
"	1907		2,449 96	1,595 62	901 47
"	1908		2,501 42	2,248 29	1,693 63
Total		*1,170,215 63	64,201 10	88,147 60	108,332 90

\* Included in total cost of Ottawa River Works, see page 19.

Original construction	\$ 134,456 51
Enlargement, including new lock	1,035,759 12
	<u>\$ 1,170,215 63</u>

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

STATEMENT showing the amount expended on Construction, Renewals, &c.—*Continued.*

## CARILLON AND GRENVILLE CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		*			
Government expenditure prior to Confederation		63,053 64			
since.. .. .	1868		19,817 22	6,301 88	8,911 28
" " " ..	1869			6,549 38	10,157 42
" " " ..	1870		4,167 96	6,617 81	9,852 09
" " " ..	1871		23,119 37	8,676 90	8,218 24
" " " ..	1872	165,257 28		8,324 51	17,235 31
" " " ..	1873	133,199 10	3,051 38	10,068 28	8,781 50
" " " ..	1874	245,258 38		10,710 88	10,605 82
" " " ..	1875	339,864 76		10,378 57	18,520 44
" " " ..	1876	326,203 16		10,764 38	11,475 96
" " " ..	1877	245,738 04		11,050 27	10,304 06
" " " ..	1878	22,676 20		11,401 30	5,082 72
" " " ..	1879	243,141 24		11,501 22	7,629 98
" " " ..	1880	281,514 27		11,959 14	7,625 54
" " " ..	1881	336,707 53		13,059 18	8,076 91
" " " ..	1882	433,084 39		14,387 49	7,582 68
" " " ..	1883	433,575 10		17,479 58	8,310 02
" " " ..	1884	399,267 16		17,393 91	7,918 42
" " " ..	1885	157,187 72		19,702 30	10,429 26
" " " ..	1886	104,973 24	75 00	20,597 82	9,303 31
" " " ..	1887	20,747 11		20,011 36	10,554 41
" " " ..	1888	38,996 29		21,531 12	10,036 62
" " " ..	1889	298 17		22,098 88	10,135 66
" " " ..	1890	17 58	4,526 61	15,896 16	7,582 38
" " " ..	1891		4,395 25	21,230 22	10,796 68
" " " ..	1892	34,585 64	15,036 48	17,458 69	8,620 15
" " " ..	1893	207 00	42,298 74	16,762 71	10,669 28
" " " ..	1894	385 55	20,034 94	14,144 98	11,620 09
" " " ..	1895		5,963 76	15,453 21	12,303 25
" " " ..	1896	3,850 31		13,995 69	12,161 10
" " " ..	1897	1,908 44	4,939 20	13,780 29	11,607 95
" " " ..	1898	82,663 37	5,082 03	11,697 81	10,993 61
" " " ..	1899	39,999 37		11,919 27	11,478 88
" " " ..	1900	22,802 27	4,476 50	13,657 06	14,666 71
" " " ..	1901	4,930 65	9,331 95	13,342 22	13,416 00
" " " ..	1902		16,998 69	13,725 99	19,366 30
" " " ..	1903		15,992 52	14,348 17	17,766 28
" " " ..	1904		9,150 07	16,224 94	17,262 29
" " " ..	1905		8,715 46	15,858 19	19,977 19
" " " ..	1906		24,179 33	18,232 71	10,924 72
" " " ..	1907		9,393 38	16,749 03	7,036 40
" " " ..	1908		1,387 35	23,019 45	9,775 35
Total.....		†4,182,092 96	252,133 19	588,062 95	454,772 26

\* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, see page 19. Cost of enlargement, \$4,119,039.32.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CULBUTE LOCK AND DAM.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868				
"	1869				
"	1870				
"	1871				
"	1872				
"	1873		835 53		
"	1874		38,388 99		
"	1875	63,659 29			
"	1876	76,842 44			
"	1877	56,081 87			
"	1878	5,933 53			
"	1879	20,694 19			
"	1880	16,688 20		202 50	259 31
"	1881	4,721 62		962 85	
"	1882	29,567 15		790 00	162 33
"	1883	14,249 60		695 00	288 99
"	1884	8,151 16		733 50	
"	1885	19,071 76		730 00	572 75
"	1886	26,385 27		730 00	2,396 14
"	1887	7,760 88		730 00	967 33
"	1888	7,573 99		739 50	730 60
"	1889	17,112 01		1,050 00	116 53
"	1890	2,818 35		747 83	
"	1891	2,183 15	9,122 05	745 25	499 91
"	1892		1,546 25	736 00	
"	1893		1,420 65	749 00	13 55
"	1894		2,540 14	730 00	494 43
"	1895		1,475 26	436 05	434 28
"	1896				
"	1897				
"	1898				100 00
"	1899				
"	1900	3,085 00			
"	1901	197 00			
"	1902		1,135 00		
"	1903				
"	1904		2,204 50		
"	1905		2,255 00		
"	1906				
"	1907				
"	1908				
Total.....		*382,776 46	60,923 37	11,507 48	7,036 15

\* Included in total cost of Ottawa River Works, see page 19.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.  
 RIDEAU CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation.....		153,062 60			
" since .....	1868	166 50	7,298 12	18,397 28	16,475 21
" .....	1869			19,250 71	13,140 77
" .....	1870		13 16	20,022 37	19,469 33
" .....	1871		11,732 98	22,814 58	18,120 52
" .....	1872		4,967 50	22,139 48	14,005 32
" .....	1873		18,070 97	22,841 51	26,074 49
" .....	1874		5,793 16	26,815 44	22,957 40
" .....	1875	9,310 85		26,553 37	19,699 81
" .....	1876	2,163 96		26,430 77	14,428 25
" .....	1877	214 11		25,959 56	14,198 18
" .....	1878			26,651 51	11,034 22
" .....	1879	7,703 88		26,042 52	7,134 55
" .....	1880			26,463 88	11,434 05
" .....	1881		133 50	26,024 71	8,627 00
" .....	1882			26,915 29	13,860 28
" .....	1883		70 65	27 322 81	23,524 84
" .....	1884		4,597 50	26,938 95	19,245 02
" .....	1885		2,098 76	26,971 32	18,189 55
" .....	1886		550 00	27,045 95	35,648 04
" .....	1887		20,823 96	29,440 46	18,565 34
" .....	1888		18,889 48	33,458 83	25,478 87
" .....	1889		6,665 22	33,801 77	18,106 36
" .....	1890		21,124 10	34,270 57	18,025 21
" .....	1891		20,967 25	34,641 98	21,537 56
" .....	1892		31,363 23	35,500 82	21,507 16
" .....	1893		24,274 71	35,022 49	18,789 50
" .....	1894		14,485 11	34,943 35	16,939 47
" .....	1895		31,559 48	33,827 08	19,897 32
" .....	1896		21,452 29	34,052 77	30,196 38
" .....	1897		19,079 11	31,461 55	29,535 94
" .....	1898		13,608 39	30,759 05	26,599 93
" .....	1899		700 29	30,751 20	28,199 49
" .....	1900		11,780 41	30,623 27	30,237 09
" .....	1901			31,334 40	33,791 17
" .....	1902		8,894 40	32,193 66	33,959 86
" .....	1903		16,235 13	34,595 31	36,424 23
" .....	1904		13,525 04	39,127 96	38,496 78
" .....	1905	1,565 84	14,513 35	40,838 81	49,790 55
" .....	1906		5,272 90	41,819 77	54,495 63
" .....	1907		14,322 03	30,667 34	44,627 82
" .....	1908		42,903 03	44,875 16	55,090 45
Total.....		*4,085,889 21	427,765 21	1,229,609 61	997,558 94

## \* Ottawa River Works.

Ste. Anne's Lock, page 16.....	\$ 1,170,215 63
Carillon and Grenville Canal, page 17 .....	4,182,092 96
Culbute Canal, page 18 .....	382,776 46
Rideau Canal, as above.....	\$ 4,085,889 21
Less expenditure by Imperial Government.....	3,911,701 47

174,187 74

Total Ottawa River Works (Capital).....	\$ 5,909,272 79
Add expenditure on slides and booms prior to Confederation.....	\$ 719,247 13
" " " since .....	7,243 60
" on Chats Canals prior to Confederation.....	482,950 81
" in 1881, charged to Miscellaneous, see page 229, part ii, Public Accounts.....	1,136 84
Add amount transferred, see page xxxvi, Pub. Accounts Bal Sheet, 1881.	233,555 85
	1,444,134 23
	\$ 7,353,407 02

Less expenditure prior to Confederation, transferred to Income Account \$ 320,618 28

Less expenditure in 1872, on Carillon and Grenville Canal, as shown in

Public Accounts Balance Sheet, page xx, under Miscellaneous..... 165,257 28

485,875 56

Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1908, page 4... \$ 6,867,531 46



8-9 EDWARD VII., A. 1909

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

ST. OURS LOCK

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		121,537 65			
" since "	1868			1,532 75	753 74
" " "	1869			1,755 15	1,399 18
" " "	1870			1,458 09	1,006 22
" " "	1871			1,414 48	1,210 98
" " "	1872			1,565 80	1,263 19
" " "	1873			2,076 50	1,575 10
" " "	1874			2,219 13	2,363 42
" " "	1875			1,362 22	1,245 69
" " "	1876			1,403 92	1,601 71
" " "	1877			1,533 40	750 80
" " "	1878			1,556 65	283 77
" " "	1879			1,581 55	456 07
" " "	1880			1,614 01	705 54
" " "	1881			1,741 97	1,299 77
" " "	1882			2,002 71	1,902 41
" " "	1883		17,230 32	2,361 65	2,188 08
" " "	1884		5,279 17	2,315 37	1,494 99
" " "	1885		4,700 64	2,271 57	3,652 63
" " "	1886			2,311 70	4,143 47
" " "	1887			2,175 37	5,864 78
" " "	1888			2,216 04	2,801 17
" " "	1889		17,964 45	2,421 14	2,002 63
" " "	1890		24,571 96	2,138 40	1,935 44
" " "	1891		21,696 74	2,011 08	4,460 16
" " "	1892		3,585 34	2,168 44	1,944 33
" " "	1893			2,136 66	1,994 34
" " "	1894			2,216 68	924 55
" " "	1895			2,161 63	915 50
" " "	1896			2,094 91	1,678 49
" " "	1897			2,135 60	707 06
" " "	1898			2,049 67	692 04
" " "	1899			2,244 12	1,494 93
" " "	1900		1,596 88	2,181 43	2,681 10
" " "	1901		3,610 06	2,128 25	1,681 44
" " "	1902		15,549 27	2,262 39	984 36
" " "	1903		9,344 89	2,288 63	1,671 83
" " "	1904		7,984 41	2,334 67	1,690 61
" " "	1905		14,900 90	2,479 66	1,716 35
" " "	1906		7,307 39	2,582 95	3,872 75
" " "	1907		4,260 00	2,064 62	1,142 79
" " "	1908		3,338 79	2,894 76	2,121 43
Total		*121,537 65	162,861 21	83,465 72	74,274 84

\* Included in the total cost of Chambly Canal and Richelieu River, see page 21.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*  
CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		634,711 76			
" since "	1868			8,312 90	9,355 70
" " "	1869			8,437 22	13,120 97
" " "	1870			8,934 41	20,180 73
" " "	1871		2,839 85	10,214 71	22,426 33
" " "	1872		1,906 40	9,628 50	22,327 99
" " "	1873		759 00	10,390 44	11,789 27
" " "	1874		2,810 00	11,675 67	16,427 19
" " "	1875	2,415 00		12,201 99	16,306 91
" " "	1876			10,593 14	13,273 56
" " "	1877	80 00		10,281 78	10,111 32
" " "	1878			10,413 99	6,022 96
" " "	1879			11,301 53	8,809 77
" " "	1880			11,516 22	12,377 74
" " "	1881			13,950 47	20,705 17
" " "	1882		31,796 41	16,686 78	16,843 60
" " "	1883		21,332 36	15,904 38	15,182 24
" " "	1884		41,640 77	18,448 85	12,003 34
" " "	1885		21,049 23	18,378 55	13,046 95
" " "	1886		14,547 27	19,501 28	11,999 77
" " "	1887		17,911 17	19,053 62	20,071 37
" " "	1888		65,536 64	20,073 60	11,823 74
" " "	1889		51,437 87	19,679 22	19,392 18
" " "	1890		23,221 48	19,655 38	14,399 93
" " "	1891		43,344 41	19,204 76	11,399 93
" " "	1892		38,353 99	19,665 22	12,976 48
" " "	1893		21,127 65	19,310 29	12,451 03
" " "	1894		8,567 78	19,040 93	11,920 74
" " "	1895		6,147 63	19,325 49	11,779 12
" " "	1896		3,694 63	19,349 65	11,801 12
" " "	1897		12,665 88	18,754 17	13,128 55
" " "	1898		13,184 68	17,992 90	12,466 51
" " "	1899		15,255 42	18,336 50	11,997 51
" " "	1900		5,448 88	18,397 58	13,995 00
" " "	1901		1,195 09	18,529 48	17,572 35
" " "	1902		19,132 80	18,832 25	17,313 02
" " "	1903		8,977 43	19,286 10	21,745 65
" " "	1904		26,701 59	21,544 69	25,656 00
" " "	1905		33,066 50	26,970 79	19,896 57
" " "	1906		26,192 72	26,039 53	25,173 48
" " "	1907		29,953 80	19,916 33	22,508 88
" " "	1908	157 90	34,264 31	28,375 21	30,627 72
		637,364 66			
Less proceeds of sale of piece of land. . . . .		150 00			
Total . . . . .		*637,214 66	644,063 64	684,106 50	642,408 39

\* Chambly Canal and River Richelieu.

Chambly Canal, as above. . . . . \$ 637,214 66  
St. Ours Lock, see page 20. . . . . 121,537 65

Less amount deducted at Confederation, see Public  
Accounts, 1868, part i, page 9, . . . . . \$ 758,752 31

Government expenditure prior to Confederation,  
Chambly Canal, as above. . . . . \$ 634,711 76  
St. Ours Lock, see page 20. . . . . 121,537 65

Returned as an asset in Public Accounts, 1868. . . . . \$ 756,249 41  
433,807 83  
322,441 58

Agreeing with Public Accounts, 1908, page 4. . . . . \$ 436,310 73

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

MURRAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868		400 00		
" since	1869				
"	1870				
"	1871				
"	1872				
"	1873				
"	1874				
"	1875				
"	1876				
"	1877				
"	1878				
"	1879				
"	1880				
"	1881				
"	1882	7,135 63			
"	1883	84,071 68			
"	1884	118,187 43			
"	1885	148,902 66			
"	1886	179,704 52			
"	1887	142,563 66			
"	1888	146,754 37			
"	1889	215,326 46			
"	1890	106,760 35		494 31	
"	1891	61,260 49		5,137 03	173 53
"	1892	5,964 22		5,803 48	3,505 15
"	1893	30,838 79		5,499 62	5,341 34
"	1894			5,667 52	5,295 57
"	1895			5,354 97	5,063 49
"	1896			5,409 10	5,410 33
"	1897			5,526 87	3,966 41
"	1898			5,799 94	4,710 23
"	1899			5,073 70	3,533 68
"	1900			5,613 83	2,777 60
"	1901			5,175 74	1,138 15
"	1902			5,254 51	6,377 19
"	1903	500 00		5,757 00	4,627 70
"	1904	750 00	2,521 13	5,291 43	6,075 94
"	1905	100 00	740 45	5,346 62	4,452 68
"	1906		293 75	5,183 61	2,840 91
"	1907		10,423 00	2,788 14	1,710 55
"	1908		37,334 70	1,244 42	2,953 23
Total.		*1,248,820 26	51,713 03	94,421 84	69,953 68

\* Agreeing with Public Accounts Balance Sheet, 1908, page 4.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

## TRENT CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	1868	309,371 31			
" since	1869				
"	1870				
"	1871				
"	1872				
"	1873				
"	1874				
"	1875				
"	1876				
"	1877				
"	1878				
"	1879				
"	1880	561 50		1,188 92	3,568 89
"	1881			2,489 93	2,233 50
"	1882		5,836 51	2,011 92	8,115 50
"	1883	40,767 16	9,303 66	2,235 50	3,047 42
"	1884	120,393 91	6,198 57	2,208 64	5,264 35
"	1885	121,382 84		3,303 87	4,653 50
"	1886	75,103 30		1,639 75	5,917 88
"	1887	179,541 63		1,938 08	6,008 88
"	1888	114,879 35		1,770 29	5,151 42
"	1889	47,592 13	29,677 92	3,242 05	5,935 94
"	1890	58,644 50	11,522 65	3,450 99	730 55
"	1891	9,826 49	3,164 81	3,803 66	4,888 98
"	1892	4,457 28	6,506 97	3,695 85	4,721 85
"	1893	5,962 47	10,838 90	3,739 86	2,087 17
"	1894	3,412 32	20,403 93	3,785 47	4,988 59
"	1895	53,907 70	21,143 41	4,184 18	3,374 49
"	1896	392,976 08	6,185 75	4,349 34	3,329 97
"	1897	486,575 70	13,880 37	4,965 39	3,497 90
"	1898	351,273 31	8,991 54	5,034 60	4,998 80
"	1899	166,611 49	6,179 79	5,048 72	6,454 49
"	1900	334,583 01	8,043 39	5,131 52	9,989 26
"	1901	284,503 89	10,494 82	5,254 51	13,075 89
"	1902	449,075 45	26,165 93	5,575 52	14,984 88
"	1903	523,950 74	18,548 58	6,993 25	10,791 15
"	1904	489,038 44	21,228 55	7,237 05	21,179 12
"	1905	333,261 75	36,853 28	12,071 88	26,056 78
"	1906	319,789 49	26,030 36	17,440 68	33,398 85
"	1907	153,045 42	35,360 10	19,229 25	36,516 47
"	1908	343,176 05	96,315 87	32,826 38	33,382 94
Total		*5,773,664 71	438,875 66	175,847 05	288,345 41

\* Total expenditure on Capital Account as above.....\$5,773,664 71

LESS—Expenditure prior to Confederation.....\$ 309,371 31

" Year 1880. .... 561 50

309,932 81

Agreeing with Public Accounts Balance Sheet, 1908, page 4.....\$5,463 731 90

W. C. LITTLE,  
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

## TAY CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Government expenditure since Confederation.	1868								
"	1869								
"	1870								
"	1871								
"	1872								
"	1873								
"	1874								
"	1875								
"	1876								
"	1877								
"	1878								
"	1879								
"	1880								
"	1881								
"	1882			748	65				
"	1883	4,831	80						
"	1884	50,878	12						
"	1885	92,473	97						
"	1886	65,561	51						
"	1887	49,617	92						
"	1888	54,166	57						
"	1889	89,486	18						
"	1890	22,226	23			*		*	
"	1891	17,114	78			*		*	
"	1892	29,771	65			*		*	
"	1893					*		*	
†	1894					*		*	
"	1895					*		*	
"	1896					*		*	
"	1897	10,720	50			*		*	
"	1898					*		*	
"	1899					*		*	
"	1900	2,750	00			*		*	
"	1901					*		*	
"	1902					*		*	
"	1903					*		*	
"	1904					*		*	
"	1905					*		*	
"	1906					*		*	
"	1907					*		*	
"	1908					*		*	
Total.		†489,599	23	748	65	*		*	

\* Included in Rideau Canal.

† Agreeing with Public Accounts 1908, page 4.

W. C. LITTLE,  
Accountant.DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c. —*Continued.*

## SAULT STE. MARIE CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868	.....	.....	.....	.....
" " " "	1869	.....	.....	.....	.....
" " " "	1870	.....	.....	.....	.....
" " " "	1871	.....	.....	.....	.....
" " " "	1872	.....	949 35	.....	.....
" " " "	1873	.....	.....	.....	.....
" " " "	1874	.....	.....	.....	.....
" " " "	1875	.....	.....	.....	.....
" " " "	1876	.....	.....	.....	.....
" " " "	1877	.....	.....	.....	.....
" " " "	1878	.....	.....	.....	.....
" " " "	1879	.....	.....	.....	.....
" " " "	1880	.....	.....	.....	.....
" " " "	1881	.....	.....	.....	.....
" " " "	1882	.....	.....	.....	.....
" " " "	1883	.....	.....	.....	.....
" " " "	1884	.....	.....	.....	.....
" " " "	1885	.....	.....	.....	.....
" " " "	1886	.....	.....	.....	.....
" " " "	1887	.....	.....	.....	.....
" " " "	1888	8,145 06	.....	.....	.....
" " " "	1889	34,018 95	.....	.....	.....
" " " "	1890	176,568 55	.....	.....	.....
" " " "	1891	325,336 33	.....	.....	.....
" " " "	1892	341,474 31	.....	.....	.....
" " " "	1893	589,801 25	.....	.....	.....
" " " "	1894	1,316,529 29	.....	.....	.....
" " " "	1895	466,151 50	.....	3,432 73	.....
" " " "	1896	189,986 59	.....	16,074 70	2,650 17
" " " "	1897	209,561 82	.....	15,381 59	7,671 79
" " " "	1898	21,004 56	.....	14,389 92	8,172 09
" " " "	1899	63,935 48	.....	13,840 24	6,564 40
" " " "	1900	27,157 98	.....	13,901 40	13,219 87
" " " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " " "	1902	122,505 73	.....	15,920 80	14,839 71
" " " "	1903	65,933 43	.....	16,077 22	10,855 70
" " " "	1904	32,029 54	.....	14,653 35	9,491 44
" " " "	1905	110,181 69	.....	15,681 55	14,776 33
" " " "	1906	120,000 00	.....	15,878 11	20,086 15
" " " "	1907	95,504 63	.....	12,290 94	11,520 53
" " " "	1908	140,433 22	.....	20,345,38	23,206 00
Total .....		*4,779,613 84	997 74	201,598 86	153,343 36

\*Agreeing with Public Accounts, 1908, page 4.

W. C. LITTLE,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SOULANGES CANAL.

				Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				1868				
" since "				1869				
				1870				
				1871				
				1872				
				1873				
				1874				
				1875				
				1876				
				1877				
				1878				
				1879				
				1880				
				1881				
				1882				
				1883				
				1884				
				1885				
				1886				
				1887				
				1888				
				1889				
				1890				
				1891				
				1892	54,235 76			
				1893	210,336 24			
				1894	723,380 95			
				1895	752,016 53			
				1896	535,939 07			
				1897	363,126 06			
				1898	1,016,401 00			
				1899	1,442,824 22			
				1900	693,806 24		6,711 84	5,000 00
				1901	462,626 36	115 00	25,154 78	5,888 77
				1902	235,021 79		22,672 50	2,267 13
				1903	248,929 10		31,987 06	10,362 23
				1904	113,328 45	15,608 69	25,235 25	39,382 01
				1905	34,202 71	30,406 25	25,432 49	21,174 84
				1906	5,000 22	16,033 79	24,817 37	17,096 33
				1907	13,508 88	3,216 29	19,964 04	15,604 71
				1908	50,634 01	4,245 18	28,988 36	35,687 11
Total.....					*6,955,317 59	69,625 20	210,963 69	152,463 13

\*Included in total cost of St. Lawrence River and Canals, *see* part i, page 9.

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to  
March 31, 1908.

Canal.	Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peter's .....	648,547 14		648,547 14
Lachine.....	2,589,532 85	9,211,525 18	11,801,058 03
Beauharnois.....	1,636,690 26		1,636,690 26
St. Lawrence River and Canals .....	18,442 85	3,346,874 72	3,365,317 57
Lake St. Louis.....		298,176 11	298,176 11
Lake St. Francis. ....		75,906 71	75,906 71
Cornwall .....	1,945,624 73	5,288,557 87	7,234,182 60
Williamsburg. { Farran's Point.....		877,090 57	
{ Galops.....		6,106,939 73	
{ Rapide Plat.....		2,158,242 00	10,473,624 10
{ Williamsburg .....	1,320,655 54	10,696 26	
Welland. ....	7,693,824 03	20,388,805 83	28,082,629 86
Ste. Anne's.....	134,456 51	1,035,759 12	1,170,215 63
*Carillon and Grenville.....	63,053 64	4,119,039 32	4,182,092 96
Culbute.....	382,776 46		382,776 46
Rideau ...	4,085,889 21		4,085,889 21
Saint Ours .....	121,537 65		121,537 65
Chambly.....	637,214 66		637,214 66
Murray.....	1,248,820 26		1,248,820 26
Trent.....	5,773,664 71		5,773,664 71
Tay .....	489,599 23		489,599 23
Sault Ste. Marie.....	4,779,613 84		4,779,613 84
Soulanges.....	6,955,317 59		6,955,317 59
Total ..	40,525,261 16	52,917,613 42	93,442,874 58

\*Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

\*RECAPITULATION—EXPENDITURE on Canals, also showing Revenue received.

	Year ending.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, in- cluding Imperial Govern- ment expenditure.....		20,593,866 13	98,378 46	.....	.....	.....
Government expenditure since Confederation.....	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
"	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
"	1870	.....	90,355 96	120,403 02	150,176 70	414,687 02
"	1871	.....	116,429 54	135,040 81	140,467 52	488,538 76
"	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
"	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
"	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
"	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
"	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
"	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
"	1878	3,843,338 62	.....	187,521 31	122,251 60	373,814 17
"	1879	3,064,098 61	.....	191,892 44	115,349 99	337,675 13
"	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
"	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
"	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
"	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
"	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
"	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
"	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
"	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
"	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
"	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
"	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
"	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
"	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
"	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
"	1894	3,027,164 19	109,216 33	294,446 34	179,630 13	387,788 97
"	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
"	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
"	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
"	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
"	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
"	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
"	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
"	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
"	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
"	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
"	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
"	1906	1 552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
"	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
"	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
Total .....		33,442,874 58	5,062,331 06	10,704,749 95	8,563,151 82	13,763,468 60

\*This does not include expenditure which has been charged to Canals—General—but only the amounts expended on specified canals.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



HYDRAULIC AND OTHER RENTS.

SESSIONAL PAPER No. 20

Balances due April 1, 1907.	Accrued during the year ended March 31, 1908.	Totals.	1907-1908.	Abatement.	Deposited to the credit of the Receiver General.	Paid into hands of the Collectors.	Balances due March 31, 1908.	Totals.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
63,187 44	35,153 71	98,341 15	Welland Canal.....	300 00	32,451 78	32,451 78	65,589 37	98,341 15
4,974 67	3,191 00	8,165 67	Williamsburg Canal.....		2,195 50	2,195 50	5,970 17	8,165 67
7,710 37	7,585 50	15,295 87	Cornwall Canal.....		7,566 50	7,566 50	7,729 37	15,295 87
13,169 84	9,573 00	22,742 84	Beauharnois Canal.....		6,000 00	6,000 00	13,520 84	22,742 84
34,448 16	74,698 52	109,146 68	Lachine Canal.....	1,991 76	3,222 00	3,222 00	42,090 79	109,146 68
630 84	186 00	816 84	Chambly Canal.....		61 00	61 00	755 84	816 84
3,000 72	4,082 98	7,083 70	Rideau Canal.....	70 00	3,618 25	3,618 25	3,395 45	7,083 70
1,207 95	2,812 04	4,019 99	Trent Canal.....		2,702 04	2,702 04	1,317 95	4,019 99
45 00	520 00	565 00	Sault St. Marie Canal.....		515 00	515 00	50 00	565 00
25,762 33	515 00	26,277 33	Carillon and Grenville Canal.....		285 50	285 50	25,991 83	26,277 33
9 00	68 00	77 00	Sundry Canals.....		68 00	68 00	9 00	77 00
57 00	3,073 00	3,130 00	Soulanges Canal.....	6 00	3,124 00	3,124 00		3,130 00
154,203 32	141,458 75	295,662 07	Totals.....	2,367 76	126,873 70	126,873 70	166,420 61	295,662 07

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1908

REVENUE STATEMENT ENDING MARCH 31, 1908.

CANAL REVENUE.			COLLECTION DIVISIONS.			DEPOSITS TO THE CREDIT OF THE RECEIVER GENERAL.		Total.	Cost of Staff, Repairs and Statistical Offices chargeable to Revenue.
Wharfage and Storage, Harbour Dues, etc.	Total Canal Revenue Accrued.	Hydraulic and other Rents, &c.	Total.			On Account Canal Revenue.	On Account Hydraulic Rents.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.			\$ cts.	\$ cts.	\$ cts.	\$ cts.
41 04	41 04	1,922 90	1,963 94	<i>Welland Canal.</i>			1,922 90	1,963 94	194,075 61
298 50	298 50	30,528 88	30,827 38		Port Colborne		30,528 88	30,827 38	2,904 45
					Port Dalhousie				2,190 02
339 54	339 54	32,451 78	32,791 32	Totals		339 54	32,451 78	32,791 32	199,170 08
				<i>St. Lawrence Canals.</i>					388,695 35
10 00	10 00	9,222 00	9,222 00		Beauharnois		9,222 00	9,222 00	
		7,576 50	7,576 50		Cornwall	10 00	7,566 50	7,576 50	1,771 30
		2,195 50	2,195 50		Cardinal		2,195 50	2,195 50	1,091 60
543 97	543 97		543 97		Lachine	543 97		543 97	5,553 14
16,684 62	16,684 62	65,065 13	81,749 75		Montreal	16,684 62	65,065 13	81,749 75	7,375 32
35 00	35 00	3,124 00	3,159 00		Coteau Landing (Soulanges)	35 00	3,124 00	3,159 00	1,555 85
				Kingston					672 63
17,273 59	17,273 59	87,173 13	104,446 72	Totals		17,273 59	87,173 13	104,446 72	406,715 19
				<i>Chambly Canal.</i>					65,199 72
		50 00	50 00		Chambly		50 00	50 00	1,276 73
		11 00	11 00		St. John's		11 00	11 00	1,563 36
					St. Ours				737 03
		61 00	61 00	Totals			61 00	61 00	68,776 84
				<i>Ottawa Canals.</i>					39,112 72
8 00	8 00	231 50	239 50		Grenville	8 00	231 50	239 50	631 91
4 00	4 00	54 00	58 00		Carillon	4 00	54 00	58 00	618 24
		30 60	30 00		Ste. Anne's Lock		30 00	30 00	885 82
12 00	12 00	315 50	327 50		Totals	12 00	315 50	327 50	41,248 69



235 60	235 60	Rideau Canal	235 60	3,070 05	3,305 65	102,880 71
35 00	35 00	Ottawa	35 00	468 50	503 50	1,630 10
120 00	120 00	Kingston Mills	120 00	79 70	199 70	463 49
		Smith's Falls				544 75
390 60	390 60	Totals	390 60	3,618 25	4,008 85	105,519 05
		St. Peter's Canal		32 00	32 00	4,313 77
		St. Peter's Canal		32 00	32 00	200 50
		Totals		32 00	32 00	4,514 27
		Murray Canal		5 00	5 00	7,672 85
		Brighton				
		Trent Canal				66,492 37
		Burleigh				
		Bobcaygeon				
		Fenelon Falls				15 00
		Hastings				
		Peterborough		2,702 04	2,702 04	277 35
		Buckhorn				
		Totals		2,702 04	2,702 04	66,784 72
		Sault Ste. Marie Canal		515 00	515 00	44,921 38
18,015 73	18,015 73	Totals	18,015 73	126,873 70	144,889 43	945,323 07
		Dredge Vessels				17,755 64
		Inspection				524 96
		Department of Public Printing and Stationery				1,445 64
		General				25,769 16
		Grand Total			144,889 43	990,818 47
		Less Refunds			7 30	
		Net Revenue			144,882 13	

W. C. LITTLE,  
Accountant.



8-9 EDWARD VII., A. 1909

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European & North American Railway, N.B.)

	Year ending.	Construction.	Income.	Working Expenses in-cluding Windsor Branch Ry.	Revenue received, in-cluding Windsor Branch Ry.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation.....		10,766,725 54			
" since ".....	1868	483,353 65		359,961 08	420,752 58
" ".....	1869	282,615 18		387,548 47	455,022 76
" ".....	1870	1,729,381 49		445,208 75	471,245 09
" ".....	1871	2,916,782 13		442,993 31	565,713 52
" ".....	1872	5,131,141 51		595,076 22	622,900 56
" ".....	1873	5,201,450 37		1,011,892 60	703,458 26
" ".....	1874	3,614,898 81		1,847,175 24	893,430 17
" ".....	1875	3,426,099 55		1,532,589 62	861,593 43
" ".....	1876	1,108,321 59		1,277,197 79	848,861 46
" ".....	1877	1,318,352 19		1,661,673 55	1,154,445 35
" ".....	1878	408,816 74		1,811,273 56	1,378,946 78
" ".....	1879	226,639 19		2,010,183 22	1,294,099 69
" ".....	1880	2,048,014 60		1,607,956 70	1,520,310 45
" ".....	1881	608,732 80		1,780,353 53	1,777,856 76
" ".....	1882	585,568 79		2,080,592 37	2,100,315 85
" ".....	1883	1,616,632 96		2,383,477 20	2,395,034 99
" ".....	1884	1,405,377 52		2,366,719 95	2,376,666 19
" ".....	1885	1,195,363 08		2,460,229 87	2,392,605 00
" ".....	1886	544,958 17		2,508,473 10	2,406,858 88
" ".....	1887	823,070 86		2,854,158 91	2,621,337 41
" ".....	1888	742,203 09		3,300,481 94	2,937,337 40
" ".....	1889	655,228 13		3,174,785 19	2,923,736 46
" ".....	1890	365,246 48		3,500,455 80	2,958,243 38
" ".....	1891	79,929 34		3,691,273 65	3,007,630 51
" ".....	1892	168,101 77		3,458,891 39	2,978,950 82
" ".....	1893	228,984 79		3,062,207 45	3,099,815 20
" ".....	1894	166,362 43		2,999,317 07	3,020,485 74
" ".....	1895	327,034 51		2,964,940 98	2,979,795 59
" ".....	1896	259,105 23		3,029,304 08	2,994,201 93
" ".....	1897	145,142 00		2,936,789 71	2,906,631 25
" ".....	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" ".....	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" ".....	1900	1,796,348 29		4,444,296 25	4,599,423 14
" ".....	1901	3,633,836 57		5,477,285 30	5,019,497 76
" ".....	1902	4,621,841 05		5,596,939 57	5,720,990 50
" ".....	1903	2,254,256 68		6,214,496 38	6,366,884 53
" ".....	1904	†1,880,856 60		7,264,263 13	6,392,865 48
" ".....	1905	3,937,621 93		8,535,689 91	6,833,561 50
" ".....	1906	‡3,765,170 90		7,599,400 33	7,693,282 40
" ".....	1907	1,506,209 26		6,045,597 15	6,293,751 52
" ".....	1908	4,363,494 01		9,195,347 64	9,229,989 21
Total ... ..		*77,673,576 92	280,000 00	130,664,887 40	122,148,984 07

* Including \$296,872.90 charged to 'Consolidated Fund.'	
† Expenditure for year.....	\$ 1,894,856 90
Less refunds of previous years .....	14,000 30
	<u>\$ 1,880,856 60</u>
‡ Expenditure for year..	\$ 3,760,942 95
Add refunded cheque of 1901-2 paid during fiscal year	
1905-6 .....	4,227 95
	<u>\$ 3,765,170 90</u>



## SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of Construction as shown on page 32 ..... \$77,673,576 92

Less amounts transferred from Capital to Consolidated Fund as follows :—

	Nova Scotia Ry.	European and North American Ry.	
1868.....	\$ 16,800 99	\$ 11,302 89	
1870.....	34,403 45	1,749 21	
1871.....	50,405 69	.....	
1873.....	106,899 59	75,311 08	
	<u>\$ 208,509 72</u>	<u>\$ 88,363 18</u>	
		208,509 72	
			296,872 90
			<u>†\$77,376,704 02</u>
Cape Breton Railway, page 37.....		3,860,679 14	
Oxford and New Glasgow Railway, page 36.....		1,949,063 21	
Eastern Extension Railway, page 34.....		1,324,042 81	
Montreal and European Short Line Railway, page 38.....		333,942 72	
Drummond County Railway, page 42.....		1,464,000 00	
Canada Eastern Railway, page 45.....		819,000 00	
			<u>*9,750,727 88</u>
Total capital cost of Intercolonial Railway system.....			<u>\$87,127,431 90</u>

\* Agreeing, less outstanding cheques, with Public Accounts, 1907-8, page 4.

† Includes \$220.48 amount of an Exchequer Court award against the Oxford and New Glasgow Railway.

W. C. LITTLE,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.	1868			
" since "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887		94,254 04	64,107 10
" " "	1888		90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890		79,102 77	84,658 95
" " "	1891	3,255 40	*	†
" " "	1892		*	†
" " "	1893		*	†
" " "	1894		*	†
" " "	1895		*	†
" " "	1896		*	†
" " "	1897		*	†
" " "	1898		*	†
" " "	1899		*	†
" " "	1900		*	†
" " "	1901		*	†
" " "	1902		*	†
" " "	1903		*	†
" " "	1904		*	†
" " "	1905		*	†
" " "	1906		*	†
" " "	1907		*	†
" " "	1908		*	†
Total .....		† 1,324,042 81	538,094 06	462,465 68

\* Included in Intercolonial Railway expenses. † Included in Intercolonial Railway revenue.  
‡ Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



SESSIONAL PAPER No. 20

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				
" since " .....	1868			
" " " .....	1869			
" " " .....	1870			
" " " .....	1871			
" " " .....	1872			
" " " .....	1873			
" " " .....	1874			
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" " " .....	1882			
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" " " .....	1884			
" " " .....	1885			
" " " .....	1886	85,610 69		
" " " .....	1887	2,299 62		
" " " .....	1888	500 17		
" " " .....	1889			
" " " .....	1890			
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" " " .....	1898			
" " " .....	1899			
" " " .....	1900			
" " " .....	1901			
" " " .....	1902			
" " " .....	1903			
" " " .....	1904			
" " " .....	1905			
" " " .....	1906			
" " " .....	1907			
" " " .....	1908			
Total. . . . .		*88,410 48		

\* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of \$40,000, which sum was paid in March, 1893, to the Receiver General.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

OXFORD AND NEW GLASGOW.

				Year.	Capital.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation .....						
"	since	"		1868		
"	"	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887		
"	"	"		1888	280,932 35	
"	"	"		1889	840,553 57	
"	"	"		1890	434,074 60	
"	"	"		1891	220,886 39	
"	"	"		1892	48,745 23	
"	"	"		1893	7,922 80	
"	"	"		1894	112,382 75	
"	"	"		1895	*	
"	"	"		1896	*	
"	"	"		1897	3,565 52	
"	"	"		1898		
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
"	"	"		1906		
"	"	"		1907	*	
"	"	"		1908		
Total ....					± 1,949,063 21	†

\* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.  
‡ Included in total cost of Intercolonial Railway system, page 33. Add \$220.48 amount of Exchequer Court award in 1907 included in I. C. R.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



SESSIONAL PAPER No. 20

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation. . . . .	1868		
" since " . . . . .	1869		
" " " . . . . .	1870		
" " " . . . . .	1871		
" " " . . . . .	1872		
" " " . . . . .	1873		
" " " . . . . .	1874		
" " " . . . . .	1875		
" " " . . . . .	1876		
" " " . . . . .	1877		
" " " . . . . .	1878		
" " " . . . . .	1879		
" " " . . . . .	1880		
" " " . . . . .	1881		
" " " . . . . .	1882		
" " " . . . . .	1883		
" " " . . . . .	1884		
" " " . . . . .	1885		
" " " . . . . .	1886		
" " " . . . . .	1887	76,501 89	
" " " . . . . .	1888	689,450 50	
" " " . . . . .	1889	1,083,276 60	
" " " . . . . .	1890	1,170,523 62	
" " " . . . . .	1891	521,441 62	
" " " . . . . .	1892	99,936 96	
" " " . . . . .	1893	59,982 74	
" " " . . . . .	1894	158,770 61	
" " " . . . . .	1895	*	
" " " . . . . .	1896	*	
" " " . . . . .	1897	405 00	
" " " . . . . .	1898	389 60	
" " " . . . . .	1899		
" " " . . . . .	1900		
" " " . . . . .	1901		
" " " . . . . .	1902		
" " " . . . . .	1903		
" " " . . . . .	1904		
" " " . . . . .	1905		
" " " . . . . .	1906		
" " " . . . . .	1907		
" " " . . . . .	1908		
Total . . . . .		\$3,860,679 14	†

\* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.  
§ Included in total cost of Intercolonial Railway system, see page 33.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

				Year.	Construction.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
"	since	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885	49,587 45	
"	"	"		1886	135,214 38	
"	"	"		1887	24,157 32	
"	"	"		1888	397 35	
"	"	"		1889		
"	"	"		1890		
"	"	"		1891	124,568 23	
"	"	"		1892		
"	"	"		1893		
"	"	"		1894	17 99	
"	"	"		1895		
"	"	"		1896		
"	"	"		1897		
"	"	"		1898		
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
"	"	"		1906		
"	"	"		1907		
"	"	"		1908		
Total.....					*333,942 72	

\* Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

## PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation . . . . .		3,114,735 11		
" since " . . . . . 1874			750 00	
" " " " . . . . . 1875		46,086 63	49,344 62	24,493 99
" " " " . . . . . 1876		42,546 10	219,930 43	118,060 96
" " " " . . . . . 1877		200,000 00	228,595 25	130,664 92
" " " " . . . . . 1878		6,551 86	221,599 49	135,899 60
" " " " . . . . . 1879		40,129 05	223,313 12	125,855 91
" " " " . . . . . 1880		16,539 82	164,640 55	113,851 11
" " " " . . . . . 1881			203,122 88	131,131 43
" " " " . . . . . 1882		402 03	228,259 97	137,267 54
" " " " . . . . . 1883		57,186 02	252,808 41	146,170 42
" " " " . . . . . 1884		130,663 38	236,428 13	144,504 12
" " " " . . . . . 1885		76,956 56	211,207 01	158,588 06
" " " " . . . . . 1886		4,668 33	216,744 34	155,584 36
" " " " . . . . . 1887		5,800 00	204,237 45	155,303 37
" " " " . . . . . 1888			229,639 95	158,363 62
" " " " . . . . . 1889			247,559 44	171,369 56
" " " " . . . . . 1890			266,485 85	160,971 78
" " " " . . . . . 1891			257,990 08	174,258 05
" " " " . . . . . 1892		8,300 49	289,706 38	157,442 69
" " " " . . . . . 1893			226,422 17	162,690 42
" " " " . . . . . 1894			226,891 06	158,533 83
" " " " . . . . . 1895			232,905 19	149,654 78
" " " " . . . . . 1896			225,138 56	146,476 54
" " " " . . . . . 1897			240,489 90	153,443 13
" " " " . . . . . 1898		17,541 88	231,418 74	158,950 61
" " " " . . . . . 1899		22,000 00	218,053 01	165,012 03
" " " " . . . . . 1900		53,546 02	220,931 81	174,738 73
" " " " . . . . . 1901		280,173 93	261,766 24	193,883 48
" " " " . . . . . 1902		475,997 94	270,159 97	197,999 93
" " " " . . . . . 1903		829,414 18	259,637 82	217,714 24
" " " " . . . . . 1904		698,877 47	335,695 44	234,390 03
" " " " . . . . . 1905		591,412 65	370,464 44	217,330 61
" " " " . . . . . 1906		496,124 89	294,253 16	257,270 57
" " " " . . . . . 1907		91,710 52	283,148 50	215,434 97
" " " " . . . . . 1908		390,461 83	399,947 79	304,579 83
Total . . . . .		*7,697,826 69	8,249,687 15	5,607,885 22

\* Agrees with Public Accounts Balance Sheet, 1907-1908, page 4.

W. C. LITTLE,  
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31 1908



CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of \$25,000,000.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				
"                    since.                    "	1868			
"                    "                    "	1869			
"                    "                    "	1870			
"                    "                    "	1871	30,148 32		
"                    "                    "	1872	489,428 16		
"                    "                    "	1873	561,818 44		
"                    "                    "	1874	310,224 88		
"                    "                    "	1875	1,546,241 67		
"                    "                    "	1876	3,346,567 06		
"                    "                    "	1877	1,691,149 97		
"                    "                    "	1878	2,228,373 13		
"                    "                    "	1879	2,240,285 47		
"                    "                    "	1880	4,044,522 72	78,892 01	104,975 69
"                    "                    "	1881	4,968,503 93	236,944 98	291,498 06
"                    "                    "	1882 (1)	4,589,075 79	1,786 20	
"                    "                    "	1883 (2)	10,033,800 04	266 09	
"                    "                    "	1884 (3)	11,192,722 02	327 02	
"                    "                    "	1885 (4)	9,900,281 53		
"                    "                    "	1886 (5)	3,672,584 81		
"                    "                    "	1887 (6)	915,057 49		
"                    "                    "	1888	52,098 65		
"                    "                    "	1889	86,716 07		
"                    "                    "	1890	40,980 54		
"                    "                    "	1891	37,367 00		
"                    "                    "	1892	66,211 39		
"                    "                    "	1893	413,836 49		
"                    "                    "	1894	146,539 87		
"                    "                    "	1895	49,209 77		
"                    "                    "	1896	65,669 49		
"                    "                    "	1897	14,054 50		
"                    "                    "	1898	692 17		
"                    "                    "	1899	8,418 53		
"                    "                    "	1900	236 11		
"                    "                    "	1901	8,978 87		
"                    "                    "	1902	448 70		
"                    "                    "	1903			
"                    "                    "	1904	33,076 39		
"                    "                    "	1905			
"                    "                    "	1906			
"                    "                    "	1907			
"                    "                    "	1908	600 00		
Total.....		*62,785,919 97	318,216 30	396,473 75

\* Agrees with Public Accounts Balance Sheet, 1907-1908, page 8.

(1) Including.....	\$ 2,210,000 00	on account subsidy.
(2) " .....	5,323,076 60	"
(3) " .....	7,254,208 27	"
(4) " .....	6,862,201 00	"
(5) " .....	2,890,427 00	"
(6) " .....	460,087 13	"
	†\$25,000,000 00	

† See also statement No. 3, page 50, for the expenditure.

W. C. LITTLE,  
Accountant.



SESSIONAL PAPER No. 20

ANNAPOLIS AND DIGBY RAILWAY.

				Year.	Capital.	Income Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
"	since.	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887		
"	"	"		1888		
"	"	"		1889	9,847 27	
"	"	"		1890	381,942 75	
"	"	"		1891	196,869 36	
"	"	"		1892	26,129 89	
"	"	"		1893	2,190 62	
"	"	"		1894	1,675 36	
"	"	"		1895	570 55	
"	"	"		1896		
"	"	"		1897	41,457 29	
"	"	"		1898		
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		8,381 82
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
"	"	"		1906		
"	"	"		1907		
"	"	"		1908		
Total.....					*660,683 09	8,381 82

\* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

DRUMMOND COUNTY RAILWAY,

	Year.	Construction.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation.....			
" since. "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
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" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900	1,459,000 00	
" " "	1901		
" " "	1902	5,000 00	
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
Total.....		*1,464,000 00	

\* Included in total cost of Intercolonial Railway system, page 33.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.

W. C. LITTLE,  
Accountant.



SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.  
(Stikine Teslin Railway.)

				Year.	Construction.
					\$ cts.
Government expenditure prior to Confederation				1868	
"	since	"		1869	
"	"	"		1870	
"	"	"		1871	
"	"	"		1872	
"	"	"		1873	
"	"	"		1874	
"	"	"		1875	
"	"	"		1876	
"	"	"		1877	
"	"	"		1878	
"	"	"		1879	
"	"	"		1880	
"	"	"		1881	
"	"	"		1882	
"	"	"		1883	
"	"	"		1884	
"	"	"		1885	
"	"	"		1886	
"	"	"		1887	
"	"	"		1888	
"	"	"		1889	
"	"	"		1890	
"	"	"		1891	
"	"	"		1892	
"	"	"		1893	
"	"	"		1894	
"	"	"		1895	
"	"	"		1896	
"	"	"		1897	
"	"	"		1898	
"	"	"		1899	
"	"	"		1900	
"	"	"		1901	
"	"	"		1902	283,323 55
"	"	"		1903	
"	"	"		1904	
"	"	"		1905	
"	"	"		1906	
"	"	"		1907	
"	"	"		1908	
Total.					*283,323 55

\*Included in Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909'

NATIONAL TRANSCONTINENTAL RAILWAY.

				Year.	Construction.
					\$ cts.
Government expenditure prior to Confederation.....				1868	
" since "				1869	
" " "				1870	
" " "				1871	
" " "				1872	
" " "				1873	
" " "				1874	
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" " "				1899	
" " "				1900	
" " "				1901	
" " "				1902	
" " "				1903	
" " "				1904	6,249 40
" " "				1905	778,491 28
" " "				1906	1,841,269 95
" " "				1907	5,537,867 50
" " "				1908	18,910,449 41
Total.....					*27,074,327 54

\* Agrees with Public Accounts Balance Sheet, 1907-1908, page 4.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



SESSIONAL PAPER No. 20

CANADA EASTERN RAILWAY.

				Year.	Construction.
					\$ cts.
Government expenditure prior to Confederation...				1868	
" since "				1869	
" " "				1870	
" " "				1871	
" " "				1872	
" " "				1873	
" " "				1874	
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" " "				1899	
" " "				1900	
" " "				1901	
" " "				1902	
" " "				1903	
" " "				1904	
" " "				1905	800,000 00
" " "				1906	
" " "				1907	
" " "				1908	19,000 00
Total.....					* 819,000 00

\* Included in total cost of Intercolonial Railway system, page 33.

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

STATEMENT showing amount expended on Capital Account on Railways.

Railways.			
		\$	cts.
Intercolonial.....	77,376,483	54	
Cape Breton.....	3,860,679	14	
Oxford and New Glasgow.....	1,949,283	69	
Eastern Extension.....	1,324,042	81	
Drummond County.....	1,464,000	00	
Montreal and European Short Line .....	333,942	72	
Canada Eastern.....	819,000	00	
			87,127,431 90
Carleton Branch.....			48,410 48
Prince Edward Island.....			7,697,826 69
Canadian Pacific .....			62,785,919 97
Annapolis and Digby.....			660,683 09
Yukon Territory Works (Stikine-Teslin Ry.) .....			283,323 55
National Transcontinental.....			27,074,327 54
Governor General's Car.....			56,538 82
Total.....			185,734,462 04
<i>Memo. re Recapitulation—Railways.</i>			
Total cost as per statement above.....			185,734,462 04
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 33.....			296,872 90
Agreeing with total of Construction, as per statement, page 47.....			186,031,334 94

W. C. LITTLE,  
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

## RECAPITULATION—GOVERNMENT RAILWAYS.

	Year.	Construction.	Working Expenses.	Revenue.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation .....		13,881,460 65	.....	.....
"                    since                    "                    "                    "	1868	483,353 65	359,961 08	420,752 58
"                    "                    "                    "                    "	1869	282,615 18	387,548 47	455,022 76
"                    "                    "                    "                    "	1870	1,729,381 49	445,208 75	471,245 09
"                    "                    "                    "                    "	1871	2,946,930 45	442,993 31	565,713 52
"                    "                    "                    "                    "	1872	5,620,569 67	595,076 22	622,900 56
"                    "                    "                    "                    "	1873	5,763,268 81	1,011,892 60	703,458 26
"                    "                    "                    "                    "	1874	3,925,123 69	1,847,925 24	893,430 17
"                    "                    "                    "                    "	1875	5,018,427 85	1,581,934 24	886,087 42
"                    "                    "                    "                    "	1876	4,497,434 75	1,497,128 22	966,922 42
"                    "                    "                    "                    "	1877	3,209,502 16	1,890,268 80	1,285,110 27
"                    "                    "                    "                    "	1878	2,643,741 73	2,032,873 05	1,514,846 38
"                    "                    "                    "                    "	1879	2,507,053 71	2,233,496 34	1,419,955 60
"                    "                    "                    "                    "	1880	6,109,077 14	1,851,489 26	1,739,137 25
"                    "                    "                    "                    "	1881	5,577,236 73	2,220,421 39	2,200,486 25
"                    "                    "                    "                    "	1882	5,175,046 61	2,310,638 54	2,237,583 39
"                    "                    "                    "                    "	1883	11,707,619 02	2,636,551 70	2,541,205 41
"                    "                    "                    "                    "	1884	14,013,074 89	2,613,508 87	2,551,937 97
"                    "                    "                    "                    "	1885	11,224,244 54	2,749,710 53	2,624,243 07
"                    "                    "                    "                    "	1886	4,443,220 17	2,819,973 50	2,628,336 35
"                    "                    "                    "                    "	1887	1,846,887 18	3,152,650 40	2,840,747 88
"                    "                    "                    "                    "	1888	1,765,582 11	3,621,076 62	3,166,253 22
"                    "                    "                    "                    "	1889	2,709,857 37	3,513,063 67	3,167,542 67
"                    "                    "                    "                    "	1890	2,392,767 99	3,846,044 42	3,203,874 11
"                    "                    "                    "                    "	1891	1,184,317 34	3,949,263 73	3,181,888 56
"                    "                    "                    "                    "	1892	417,425 73	3,748,597 77	3,136,393 51
"                    "                    "                    "                    "	1893	712,917 44	3,288,629 62	3,262,505 62
"                    "                    "                    "                    "	1894	585,749 01	3,226,208 13	3,179,019 57
"                    "                    "                    "                    "	1895	376,814 83	3,197,846 17	3,129,450 37
"                    "                    "                    "                    "	1896	324,774 72	3,254,442 64	3,140,678 47
"                    "                    "                    "                    "	1897	204,624 31	3,195,959 58	3,060,074 38
"                    "                    "                    "                    "	1898	270,990 85	3,507,248 88	3,313,847 10
"                    "                    "                    "                    "	1899	1,112,348 47	3,696,612 31	3,940,570 11
"                    "                    "                    "                    "	1900	3,309,130 42	4,665,228 06	4,774,161 87
"                    "                    "                    "                    "	1901	3,922,989 37	5,739,051 54	5,213,381 24
"                    "                    "                    "                    "	1902	5,386,611 24	5,861,099 54	5,918,990 43
"                    "                    "                    "                    "	1903	3,083,680 86	6,474,134 20	6,584,598 77
"                    "                    "                    "                    "	1904	2,619,059 86	7,599,958 57	6,627,255 51
"                    "                    "                    "                    "	1905	6,125,481 79	8,906,154 35	7,050,892 11
"                    "                    "                    "                    "	1906	6,102,565 74	7,893,653 49	7,950,552 97
"                    "                    "                    "                    "	1907	7,174,370 17	6,328,745 65	6,509,186 49
"                    "                    "                    "                    "	1908	23,684,005 25	9,595,295 43	9,534,569 04
Total .....	.....	*186,071,334 94	139,789,564 88	128,614,808 72

\* Total amount paid on Construction..... \$186,071,334 94  
Less amount received from the City of St. John, N.-B., as purchase of the Carleton  
Branch Railway..... 40,000 00

Total cost of Construction.....†\$186,031,334 94

† Agreeing with amount expended on Capital, see page 46.

W. C LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



8-9 EDWARD VII., A. 1909

STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of Railways and Canals.

Year ending.	Chargeable to Capital.	CHARGEABLE TO INCOME.			CHARGEABLE TO REVENUE.			Total, Yearly Expenditure
	Canals.	Canals.	Railways.	General.	Canals.	Railways.	General.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1868.				6,305 66	12,000 00		2,416 66	20,722 32
1869.				8,367 52	12,000 00		1,000 00	21,367 52
1870.				7,853 03	18,698 89		7,679 78	34,231 70
1871.				34,773 72	12,018 98			46,792 70
1872.				20,049 50	12,208 76			32,258 26
1873.				36,891 74	12,099 44		6,889 20	55,880 38
1874.				40,098 84	12,959 25		5,428 98	58,487 07
1875.				35,579 24	12,047 43		5,620 17	53,246 84
1876.				42,920 10	86 08		5,690 28	48,696 46
1877.					51 87	43,639 97		43,691 84
1878.		1,860 00			556 00		34,388 59	36,804 59
1879.								
1880.		2,561 55			323 16			2,884 71
1881.		2,338 41			5,535 22			7,873 63
1882.					9,826 23			9,826 23
1883.		11,781 27			6,978 54			18,759 81
1884.		7,486 62	62,256 58		8,305 41			78,048 61
1885.		16,725 47	11,003 38		1,210 61			28,939 46
1886.		20,323 62	10,383 59		776 30			31,483 51
1887.		20,873 21	23,545 34		649 04			45,067 59
1888.		34,533 07	22,898 90		5,799 83			63,231 80
1889.		10,091 87	16,552 64		5,207 64			31,852 15
1890.		16,426 69	50,909 74		49,550 21			116,886 64
1891.		16,925 31	16,314 41		56,922 05			90,161 77
1892.		6,540 49	19,062 51		65,074 07			90,677 07
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.		4,178 85	4,855 11	15,746 31	60,265 22			85,045 49
1895.		10,695 48	13,221 27	19,304 87	60,769 56			103,991 18
1896.		10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.		2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.		3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.		1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.		9,160 44	99,018 80	37,484 64	62,171 45			207,835 33
1907.		9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
1908.	14,999 70	24,760 08	178,266 39	45,115 99	105,518 99			368,661 15
	14,999 70	287,838 08	994,071 97	715,028 44	1,376,382 48	45,039 97	69,711 05	3,503,071 69

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



## SESSIONAL PAPER No. 20

## RECAPITULATION—RAILWAYS AND CANALS, TO MARCH 31, 1908.

## EXPENDITURE.

*Chargeable to Capital Account—*

Railways, <i>see</i> Statement page 46.....	\$ 185,734,462 04
Canals " " 28 and 48.....	93,457,874 28
	<u>\$ 279,192,336 32</u>

*Chargeable to Consolidated Fund—*

* Railway Subsidies as per Statement No. 3, page 51.....	\$ 37,616,131 84
--	------------------

*Income Account—*

Intercolonial Railway <i>see</i> page 32.....	\$ 280,000 00
Add transferred from Capital " 33.....	296,872 90
Railways " 48.....	994,071 97
Canals " 28.....	5,062,331 06
" " 48.....	287,838 08
General, Railways and Canals " 48.....	715,028 44
	<u>7,636,142 45</u>

*Revenue Account—*

Canals—Operating and maintaining staff, <i>see</i> page 28.	\$ 10,704,749 45
Canals—Repairs, <i>see</i> page 28.....	8,563,152 32
" " " 48.....	1,376,382 48
Railways—Working expenses, <i>see</i> page 47.....	139,789,564 88
" " " 48.....	45,039 97
General—Railways and Canals " 48.....	69,711 05
	<u>160,548,600 15</u>
	<u>205,800,874 44</u>

Total expenditure on Railways and Canals.....\$ 484,993,210 76

## EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

## RAILWAYS.

Capital Account.....	\$ 185,734,462 04
Consolidated Fund.....	179,021,681 56
	<u>\$ 364,756,143 60</u>

## CANALS.

Capital Account.....	\$ 93,457,874 28
Consolidated Fund.....	25,994,453 39
	<u>119,452,327 67</u>

## GENERAL, COMMON TO BOTH.

Consolidated Fund.. . . .	784,739 49
---------------------------	------------

Total expenditure on Railways and Canals.....\$ 484,993,210 76

## REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to March 31, 1908 (for details <i>see</i> page 47).	\$ 128,614,808 72
Canals " " " " " 28).	13,763,468 60

Total revenue, Railways and Canals .....\$ 142,378,277 32

\* This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,683.09 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by 47 Vict., cap. 8 (1884) and the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of \$2,394,000, for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, (*see* Public Accounts, 1898-1904, Page X, and page 79, 1906).

W. C. LITTLE,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, July 31, 1908.



STATEMENT showing Subsidies voted for Railways as to which Contracts

SUBSIDIES VOTED,		RAILWAYS.		July 1, 1883, to June 30, 1901.
Authority.	Amount.			
	\$ cts.			\$ cts.
46 Vic., chap. 25	156,800 00	International Railway, Quebec.....		156,800 00
53 " 2				
45 " 14	384,000 00			
46 " 25	80,000 00			
48-49 " 59	96,000 00			
49 " 10	186,295 00			
50-1 " 21	28,800 00	Quebec and Lake St. John Railway, Quebec.....		1,006,743 50
51 " 3	96,000 00			
52 " 3	64,000 00			
53 " 2	30,000 00			
54-5 " 8	5,250 00			
57-8 " 4	44,800 00			
46 " 25	89,600 00			
49 " 10	70,000 00	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario. ....		208,732 80
50-1 " 24	12,800 00			
52 " 3	32,000 00			
55-6 " 5	64,000 00			
47 " 8	272,000 00			
51 " 3	41,000 00	Pontiac Pacific Junction Railway, Quebec.....		193,578 00
53 " 2	24,000 00			
46 " 25	115,200 00			
47 " 8	76,800 00	Caraquet Railway, N.B.....		224,000 00
50-1 " 24	32,000 00			
47 " 8	32,000 00			
49 " 10	57,600 00			
52 " 3	22,400 00	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec.....		520,011 11
53 " 2	48,000 00			
56 " 2	48,000 00			
57-8 " 4	70,400 00			
	*			
47 " 8	48,000 00	Kingston and Pembroke Railway, Ontario.....		48,000 00
45 " 14	660,000 00			
46 " 26	660,000 00	Northern and Pacific Junction Railway, Ontario.....		1,320,000 00
53 " 2				
47 " 8	128,000 00			
48-9 " 59	19,200 00			
49 " 10	32,000 00	Canada Eastern Ry., formerly Northern and Western Ry., N.B., including also Chatham Branch Ry....		374,839 84
48-9 " 59	24,439 84			
51 " 3	140,800 00			
57-8 " 4	35,200 00			
62-3 " 7	*			
47 " 8	60,342 00	Quebec Central Railway, Quebec.....		348,342 00
51 " 3				
53 " 2	288,000 00			
48-9 " 59	72,000 00	Montreal and Sorel Railway, Quebec.....		93,757 57
53 " 2	40,000 00			
48-9 " 59	30,000 00			
50-1 " 24	64,000 00	Montreal and Champlain Junction Railway, Quebec.		103,600 00
51 " 3	9,600 00			
46 " 25	38,400 00	Elgin, Petittcodiac and Havelock Railway, N.B.....		82,652 82
51 " 3	44,252 82			
47 " 8	22,400 00	St. Louis and Richibucto Railway, N.B.....		22,400 00
48-9 " 59	96,000 00			
49 " 10	38,400 00	Canada Atlantic Railway, Ontario.....		282,355 20
50-1 " 24	180,000 00			
47 " 6	750,000 00	Esquimalt and Nanaimo Railway, B.C.....		750,000 00
47 " 8	96,000 00	Erie and Huron Railway, Ontario.....		96,000 00
46 " 25	320,000 00			
47 " 8	300,000 00	Baie des Chaleurs Railway, Quebec.....		620,000 00
52 " 3				
Carried forward .....				6,451,812 84



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have been entered into and Payments made up to March 31, 1908.

PAYMENTS.							Total March 31, 1908.
1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	1907-1908.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
							156,800 00
				86,016 00	67,712 00	73,472 00	1,233,943 50
							208,732 80
							193,578 00
							224,000 00
	37,777 20					256,870 40	814,658 71
							48,000 00
							1,320,000 00
							374,839 84
						55,638 69	403,980 69
							93,757 57
							103,600 00
							82,652 82
							22,400 00
							282,355 20
							750,000 00
							96,000 00
							620,000 00
	37,777 20			86,016 00	67,712 00	385,981 09	7,029,299 13



8-9 EDWARD VII., A. 1909

STATEMENT showing Subsidies Voted for Railways as to which Contracts have

SUBSIDIES VOTED.			RAILWAYS.		July 1, 1883 to June 30, 1901.	
Authority.	Amount.				\$	cts.
	\$	cts.				
			Brought forward. ....		6,451,812	84
48-9 Vic., chap. 59	118,400	00	New Brunswick and Prince Edward Railway, N.B. ....		113,440	00
50-1 " 24	217,600	00	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Ry., Quebec. ....		217,600	00
49 " 10	11,200	00	L'Assomption Railway, Quebec. ....		11,200	00
49 " 10	32,000	00				
50-1 " 24	96,000	00	}	Great Eastern Railway, Quebec. ....	40,345	00
56 " 2	64,000	00				
53 " 2	37,500	00				
47 " 8	160,000	00	}	Irondale, Bancroft and Ottawa Railway, Ontario. ....	144,000	00
52 " 3						
49 " 10	96,000	00	}	Buctouche and Moncton Railway, N.B. ....	101,600	00
50-1 " 21	6,400	00				
47 " 8	51,200	00	}	Albert Southern Railway, N.B. ....	50,460	00
52 " 3						
50-1 " 24	65,200	00	}	Lake Temiscamingue Colonization Railway, Quebec. .	310,335	95
57-8 " 1	274,940	00				
49 " 10	38,400	00	}	Joggins Railway, N.S. ....	37,500	00
50-1 " 24	4,000	00				
45 " 14	240,000	00	}	Temiscouata Railway, N.B., and Quebec .....	645,950	00
48-9 " 58	258,000	00				
51 " 3	100,000	00				
53 " 2	51,200	00	}	Leamington and St. Clair Railway, Ontario. ....	51,200	00
48-9 " 59	44,800	00				
50-1 " 24	6,400	00	}	Toronto, Grey and Bruce Railway, Ontario. ....	14,656	00
49 " 10	16,000	00				
50-1 " 24	22,400	00	}	Dominion Lime Co., Quebec. ....	15,360	00
49 " 10	256,000 00					
53 " 2	West Ontario Pacific Railway and Ontario and Quebec Railway .....				256,000	00
50-1 " 24	96,000	00	}	Drummond County Railway, Quebec. ....	423,936	00
52 " 3	14,400	00				
53 " 2	76,800	00				
57-8 " 4	96,000	00	}	Brockville, Westport and Sault Ste. Marie Ry., Ont. .	105,200	00
48-9 " 59	128,000	00				
53 " 2	64,000 00					
54-5 " 8	} Montreal and Lake Maskinongé Railway, Quebec. ....	41,280	00			
57-8 " 4						
49 " 10	32,000	00	}	South Norfolk Railway, Ontario. ....	54,400	00
53 " 2	10,200	00				
50-1 " 24	54,400	00	}	Guelph Junction Railway, Ontario. ....	46,000	00
50-1 " 24	51,200	00				
48-9 " 59	22,400	00	}	Belleville and North Hastings Railway, Ontario. ....	21,888	00
49 " 10	103,800 00					
49 " 10	} Hereford Railway, Quebec. ....	155,200	00			
52 " 3				48,000	00	
50-1 " 24	118,400	00	}	Lake Erie and Detroit River Railway, Ontario. ....	3 8,731	00
55-6 " 5	224,000	00				
62-3 " 7	*					
50-1 " 24	62,400	00	Beauharnois Junction Railway, Quebec. ....		62,400	00
56 " 2	138,400	00	}	St. Catharines and Niagara Central Railway, Ontario	38,400	00
50-1 " 24						
55-6 " 5	108,000	00	}	Fredericton and St. Mary's Railway Bridge Co., N.B. .	30,000	00
57-8 " 4	108,800	00				
52 " 3	30,000	00	}	Harvey Branch Railway Co., N.B. ....	5,553	57
50-1 " 24	9,600	00				
55-6 " 5	240,000	00	}	Nova Scotia Central Railway Co., N.S. ....	235,200	00
61 " 1						
50-1 " 24	44,800	00	Cumberland Railway and Coal Co., N.S. ....		39,850	00
52 " 3	19,200	00	Pontiac and Renfrew Railway Co., Ontario. ....		13,600	00
52 " 3	54,400	00	}	Thousand Islands Railway Co., Ontario. ....	24,400	00
63-4 " 8	*					
Carried forward. ....					10,097,498	36



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been entered into and Payments made up to March 31, 1908.—Continued.

PAYMENTS.							Total March 31, 1908.
1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906 07.	1907-08.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
	37,777 20			86,016 00	67,712 00	385,981 09	7,029,299 13
							113,440 00
							217,600 00
							11,200 00
							40,345 00
							144,000 00
							101,600 00
							50,460 00
							310,335 95
							37,500 00
							645,950 00
							51,200 00
							14,656 00
							15,360 00
							256,000 00
							423,936 00
					35,600 00		140,800 00
							41,280 00
							54,400 00
							46,000 00
							21,888 00
							155,200 00
137,120 00							475,851 00
							62,400 00
							38,400 00
							30,000 00
							5,553 57
							235,200 00
							39,850 00
							13,600 00
5,440 00							29,840 00
142,560 00	37,777 20			86,016 00	103,312 00	385,981 09	10,853,144 65



8-9 EDWARD VII., A. 1909

STATEMENT showing the Subsidies voted for Railways as to which Contracts have

SUBSIDIES VOTED.		RAILWAYS.		July 1, 1883, to June 30, 1901.
Authority.	Amount.			
	\$ cts.			\$ cts.
		Brought forward.....		10,097,498 36
52 Vic., chap. 3	96,000 00	Quebec, Montmorency & Charlevoix Ry. Co. Quebec...		96,000 00
56 " 3	375,000 00	St. Clair Frontier Tunnel Co., Ontario.....		375,000 00
52 " 3	57,600 00	Brantford, Waterloo and Lake Erie Railway, Ontario.		57,600 00
50-1 " 24	287,200 00	Port Arthur, Duluth and Western Railway, Ontario...		271,200 00
57-8 " 4				
51 " 3				
53 " 2				
50-1 " 24	192,000 00	Montreal and Ottawa Railway, Ontario.....		192,000 00
53 " 2				
54-5 " 8				
57-8 " 4				
50-1 " 24	44,800 00	Cornwallis Valley Railway, N.S.....		44,800 00
52 " 3	320,000 00	} Ottawa Northern & Western Ry., Quebec, formerly Ottawa and Gatineau Railway.....		284,128 00
52 " 3	64,000 00			
57-8 " 6	*			
60-1 " 4				
47 " 8				
51 " 3	83,612 54	} Central Railway N. B.....		226,012 54
52 " 3	142,400 00			
53 " 2	48,000 00			
57-8 " 4				
61 " 1				
62-3 " 1				
53 " 2	361,270 00	Montreal and Western Railway, Quebec.....		361,270 00
52 " 3	128,000 00	Parry Sound Colonization Railway, Ontario.....		152,800 00
57-8 " 4	64,000 00	} Shuswap and Okanagan Railway, B.C.....		163,200 00
52 " 3	163,200 00			
54-5 " 8	89,600 00	} Tobique Valley Railway, N. B.....		134,016 00
53 " 2	35,200 00			
55-6 " 5	9,600 00			
53 " 2	112,000 00	Columbia and Kootenay Railway, B.C.....		88,800 00
53 " 2	35,200 00	Waterloo Junction Railway, Ontario.....		32,800 00
53 " 2	99,200 00	Orford Mountain Railway, Quebec...		84,800 00
53 " 2	57,600 00	} St. Lawrence and Adirondack Railway, Quebec....		149,481 60
55-6 " 5	25,024 00			
55-6 " 5	*40,000 00	New Glasgow Iron, Coal and Railway Company, N.S..		39,840 00
56 " 2	102,400 00	} United Counties Railway, Quebec. ..		188,816 00
57-8 " 4	102,400 00			
55-6 " 5	*21,600 00	Philipsburg Junction Ry. Quarry Company, Quebec...		23,712 00
55-6 " 5	*430,400 00	Ottawa, Arnprior and Parry Sound Railway, Ontario..		779,712 00
56 " 2	67,200 00	} Montfort Colonization Railway, Quebec.....		167,440 00
57-8 " 4	38,400 00			
60-61 " 4	66,000 00			
55-6 " 5	48,000 00	} Lotbinière and Mégantic Railway, Quebec ...		96,000 00
57-8 " 4	48,000 00			
56 " 2	48,000 00	Grand Trunk, Georgian Bay & Lake Erie Ry., Ont....		39,744 00
55-6 " 5	80,000 00	Canadian Pacific Ry., B.C., Revelstoke to Arrow Lake.		80,000 00
57-8 " 4	121,600 00	Nakusp and Slocan Railway, B. C.....		117,760 00
55-7 " 5	89,600 00	Dominion Coal Company, N.S.....		87,808 00
56 " 2	22,400 00	Oshawa Railway and Navigation Company, Ontario...		22,400 00
57-8 " 4	*51,200 00	Tilsonburg, Lake Erie and Pacific Railway, Ontario..		69,271 48
56 " 2	*11,200 00	St. Stephen's and Milltown Railway, N.B.....		14,848 00
57 8 " 4	*38,400 00	Gulf Shore Railway Company, N.B.....		53,699 20
57-8 " 4	9,000 00	Cap de la Madeleine Railway, Quebec.....		7,424 00
56 " 2	32,000 00	Ontario, Belmont & Northern Ry. Company, Ont.....		30,720 00
	*	Coast line of Nova Scotia, now Halifax & Yarmouth Ry.		90,400 00
	*	Ottawa and New York Railway Company, Ontario....		262,384 00
		Carried forward.....		14,983,385 18



SESSIONAL PAPER No. 20

been entered into and Payments made up to March 31st, 1908.—Continued.

PAYMENTS.							TOTAL March 31, 1908.
1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
142,560 00	37,777 20			86,016 00	103,312 00	385,981 09	10,853,144 65
							96,000 00
							375,000 00
							57,600 00
							271,200 00
							192,000 00
							44,800 00
8,192 00		118,368 00				4,243 20	414,931 20
							226,012 54
							361,270 00
							152,800 00
							163,200 00
							134,016 00
							88,800 00
							32,800 00
			38,250 00	45,764 50		24,123 00	192,942 50
							149,481 60
							39,840 00
							188,816 00
							23,712 00
							779,712 00
							167,440 00
							96,000 00
							39,744 00
							80,000 00
							117,760 00
							87,808 00
							22,400 00
	44,160 00	4,000 00					117,431 48
							14,848 00
							53,699 20
							7,424 00
							30,720 00
	60,000 00	9,600 00					160,000 00
							262,384 00
150,752 00	141,937 20	131,968 00	38,250 00	131,780 50	103,312 00	414,352 29	16,095,737 17



8-9 EDWARD VII., A. 1909:

STATEMENT showing Subsidies voted for Railways as to which Contracts have

SUBSIDIES VOTED.		RAILWAYS.	
Authority.	Amount.		July 1, 1883, to June 30, 1901.
	\$ cts.		\$ cts.
		Brought forward.....	14,983,385 18
60-61 V., chap. 5	3,630,000 00	Canadian Pacific Railway Co., B.C. (Crow's Nest Pass)	3,321,774 00
60-61 " 4	500,000 00	Grand Trunk Ry. Co., " Victoria Jubilee Bridge," Que.	500,000 00
63 " 3		International Ry. of New Brunswick formerly Resti-	
" *	*	gouche and Western Ry. Co....	46,930 00
" *	*	East Richelieu Railway Co., Quebec.....	69,952 00
" *	*	South Shore Railway, Quebec ...	119,290 19
" *	*	Pembroke Southern Railway, Ontario.....	64,000 00
" *	*	Massawippi Valley Railway Co., Quebec ...	5,376 00
" *	*	Inverness and Richmond Co., N.S., now Inverness Ry.	
" *	*	and Coal Co.....	132,500 00
" *	*	Canadian Northern Railway Co., Ontario, Manitoba	
" *	*	and N.W.T.....	537,600 00
" *	*	Canadian Pacific Railway Co. (Pipestone Branch).....	92,800 00
" *	*	Central Ontario Railway Co., Ontario.....	67,200 00
" *	*	Midland Railway Co., N.S.....	170,264 00
62-3 Vic., chap. 7	1,000,000 00	Quebec Bridge Co., Quebec.....	74,570 00
63-4 " 8		St. Mary River Railway Co., N.W.T..	75,000 00
" *	*	Pontiac and Pacific and Ottawa and Gatineau Ry.	
60-1 Vic., chap. 4	212,500 00	Co. (Interprovincial Bridge over Ottawa River)...	212,500 00
63-4 " 2		Atlantic and Lake Superior Railway, Quebec.....	
1 Ed. VII., ch. 7	*	Montreal and Province Line Railway, Quebec.....	
1 " 7	*	York and Carleton Railway, N.B.....	
62-3 Vic., chap. 7	*	Aigoma Central and Hudson Bay Railway, Ontario....	
62-3 " 7		Cape Breton Extension Railway, N.S. .	
63-4 " 8	*	Can. Pacific Ry. Co. (Kootenay and Arrowhead Br'ch).	
1 Ed. VII., ch. 7	*	" (Selkirk Branch). .	
" *	*	" (Dymont Branch).....	
" *	*	" (Waskada Branch)...	
" *	*	Manitoulin and North Shore Railway Co., Ont.....	
" *	*	Bay of Quinté Railway, Ont.....	
" *	*	Bruce Mines and Algoma Railway, Ont.....	
" *	*	Maganetawan River Railway Co., Ont ..	
" *	*	The Canadian Northern Quebec Ry., formerly Chateau-	
" *	*	guay and Northern Ry., Quebec.....	
" *	*	Canadian Pacific Ry. Co. (Pheasant Hill Branch).....	
" *	*	Halifax and South-western Railway Co., N.S ..	
" *	*	Northern Colonization Railway Co., Quebec.....	
" *	*	New Brunswick Coal and Railway Co., N.B.....	
" *	*	Schomberg and Aurora Railway Co., Ont.....	
" *	*	Lindsay, Bobcaygeon and Pontypool Ry. Co., Ont. ....	
" *	*	Middleton and Victoria Beach Ry. Co., N.S.....	
" *	*	Beersville Coal and Railway Co., N.B.....	
3 Ed. VII., c. 57	*	Nicola, Kamloops and Similkameen Coal and Ry. Co. .	
4 " 34	*	Canadian Pacific Railway (Staynerville Branch).....	
6 " 43	*	Klondike Mines Railway.....	
6 " 43	*	Kettle River Valley Ry. Co., B.C ..	
6 " 43	*	Colchester Coal and Ry. Co., N.S.....	
3 " 57	*	Minudie Coal Co., N.S.....	
6 " 43	*	Atlantic, Quebec and Western Ry. Co., Quebec....	
6 " 43	*	Napierville Jct. Ry. Co., Quebec ..	
6-7 " 40	*	Edmonton, Yukon and Pacific Ry. Co., Alberta....	
6-7 " 40	*	Canadian Northern Ontario Ry. Co., formerly James	
		Bay Ry. Co., Ont.....	
		Carried forward.....	20,473,441 37



## SESSIONAL PAPER No. 20

been entered into and Payments made up to March 31, 1908—*Continued.*

PAYMENTS.							Total March 31, 1908.
1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	1907-1908.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
150,752 00	141,937 20	131,968 00	38,250 00	131,780 50	103,312 00	414,352 29	16,095,737 17
22,946 00	60,000 00						3,404,720 00
							500,000 00
		30,208 00		50,070 07	51,200 00		178,408 07
							69,952 00
		80,494 16	3,456 46				†203,240 81
							64,000 00
							5,376 00
86,800 00	91,775 53	57,170 44					368,545 97
939,891 00	57,485 00	374,156 00					1,909,132 00
67,200 00							160,000 00
						76,861 36	144,061 36
	190,186 30	1,750 00			4,967 70	31,892 40	399,060 40
167,430 00	132,353 33						374,353 33
		40,960 00	32,134 00				148,094 00
							212,500 00
14,800 00	52,353 98	37,000 00	42,336 86		†1,521 82		144,969 62
58,560 00							58,560 00
18,336 00						14,560 00	32,896 00
380,624 00	202,912 00		341,440 00				924,976 00
	65,280 00	117,120 00					182,400 00
	42,771 00	17,842 85	4,176 15	89,076 00			153,866 00
	83,200 00						83,200 00
	22,336 00						22,336 00
	50,480 00	13,520 00					64,000 00
	32,000 00						32,000 00
	19,200 00	49,920 00			72,602 45		141,722 45
	28,800 00		25,120 00				53,920 00
	3,552 00						3,552 00
		191,595 00		116,000 00	84,224 75		391,819 75
		378,624 00	56,576 00				435,200 00
		185,422 00	291,842 00	176,512 00	268,107 20	316,567 73	1,238,450 93
		58,384 00		75,376 00			133,760 00
		48,000 00					48,000 00
		46,144 00					46,144 00
			185,173 06				185,173 06
			47,789 00	50,303 80	27,667 20		125,760 00
			20,736 00				20,736 00
				110,592 00		190,208 00	300,800 00
					9,600 00	3,424 00	13,024 00
					96,000 00	101,184 00	197,184 00
						97,771 52	97,771 52
						12,800 00	12,800 00
						18,544 00	18,544 00
						64,000 00	64,000 00
						173,440 00	173,440 00
						91,200 00	91,200 00
				651,264 00	420,608 00	244,224 00	1,316,096 00
1,907,939 00	1,276,622 34	1,860,278 45	1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	31,045,481 84



8-9 EDWARD VII., A. 1909

STATEMENT showing Subsidies voted for Railways as to which Contracts have

SUBSIDIES VOTED.		RAILWAYS.	July 1, 1883 to June 30, 1901.
Authority.	Amount.		
	\$ cts.		\$ cts.
		Brought forward .....	20,473,441 37
186,600 annually for 20 years.		Atlantic and North-western Railway .....	2,239,200 00
37 Vic., ch. 14	1,525,250 00	Canada Central Railway .....	1,525,250 00
46 " 2			
17 " 8	1,500,000 00	Canadian Pacific, extension .....	1,500,000 00
48-9 " 58			
		Totals .....	25,737,891 37

\* 60-61 Victoria, Cap. 4, 62-63 Victoria, Cap. 7, 63-64 Victoria, Cap. 8, 1 Edward VII, Cap, 7, more than \$15,000 per mile, if over that amount, a further sum of fifty per cent. on so much exceeding in the whole the sum of \$6,400 per mile.  
† Of this amount \$16,164.43 were in connection with subsidy to Montreal and Sorel Railway.  
‡ Less refunds for duplicate claims and claims not paid.

DEPARTMENT OF RAILWAYS AND CANALS.  
OTTAWA, July, 31, 1908.



SESSIONAL PAPER No. 20

been entered into and Payments made up to March 31, 1908 —*Concluded.*

PAYMENTS.							Total March 31, 1908.
1901-1902.	1902-1903.	1903-1904.	1904-1905	1905-1906.	1906-1907.	1907-1908.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1,907,339 00	1,276,622 34	1,860,278 45	1,089,029 53	1,459,974 37	1,136,767 48	1,851,029 30	31,045,481 84
186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	3,545,400 00
.....	.....	.....	.....	.....	.....	.....	1,525,250 00
.....	.....	.....	.....	.....	.....	.....	1,500,000 00
2,093,939 00	1,463,222 34	2,046,878 45	1,275,629 53	1,637,574 37	1,323,367 48	2,037,629 30	37,616,131 84

and 3, Edward VII., Cap. 57, authorize \$3,200 per mile subsidy if the cost does not average of the average cost of the mileage subsidized as is in excess of \$15,000 per mile. such subsidy not

W. C. LITTLE,  
*Accountant.*







PART II

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

GENERAL MANAGER OF GOVERNMENT RAILWAYS AND  
SUPERINTENDENTS OF CANALS

1907-1908







## DEPARTMENT OF RAILWAYS AND CANALS.

## LIST OF ANNUAL REPORTS UNDER THIS COVER.

1. M. J. Butler, Chief Engineer Railways and Canals, General Report.
2. D. Pottinger, General Manager Government Railways, I.C.R.  
W. B. MacKenzie, Chief Engineer, I.C.R.  
T. C. Burpee, Engineer of Maintenance, I.C.R.  
G. R. Joughins, Superintendent of Motive Power, I.C.R.  
S. L. Shannon, Comptroller, I.C.R.
3. D. Pottinger, General Manager Government Railways, Windsor Branch.  
T. C. Burpee, Engineer of Maintenance, Windsor Branch.  
S. L. Shannon, Comptroller, Windsor Branch.
4. D. Pottinger, General Manager Government Railways, P.E.I. Ry.  
W. B. MacKenzie, Chief Engineer, P.E.I. Ry.  
G. A. Sharpe, Superintendent, P.E.I. Ry.  
W. S. Poole, Mechanical Superintendent, P.E.I. Ry.  
W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
5. E. Marceau, Superintending Engineer, Quebec Canals.
6. L. N. Rheume, St. Lawrence Canals.
7. W. A. Stewart, Superintendent of Operation, St. Lawrence Canals.
8. J. L. Weller, Superintending Engineer, Welland Canal.
9. F. B. Fripp, Engineer in Charge, Sault Ste. Marie.
10. J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie.
11. A. J. Grant, Superintending Engineer, Trent Canal.
12. A. T. Phillips, Superintending Engineer, Rideau Canal.
13. J. H. Devereaux, Lock Master, St. Peter's Canal.
14. J. H. McClellan, Superintendent, Trent Canal.
15. E. J. Walsh, Trent Canal Surveys.
16. C. Schreiber, C.M.G., Report on Western Division National Transcontinental Railway.







CHIEF ENGINEER'S REPORT.

DEPARTMENT OF RAILWAYS AND CANALS,  
OFFICE OF THE CHIEF ENGINEER,  
OTTAWA, July 1, 1908.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1908, covering, however, the works of construction up to June 1, 1908.

*First.*—The annual report of the General Manager of Government Railways, to which are attached the reports of the Chief Engineer, the Engineer of Maintenance, the Mechanical Superintendent of the Intercolonial division and the reports of the Superintendent of the Prince Edward Island division, with statements of accounts prepared by the Accountants of these roads.

*Second.*—The annual reports of the Superintending Engineers of the several canals, and of the Superintendents of the Sault Ste. Marie canal, the St. Peter's canal, the Trent canal and of the St. Lawrence canals, and the engineer in charge of the improvements to the entrance to the Sault Ste. Marie canal.

The following shows the length of the government railways in operation on March 31, 1908.

INTERCOLONIAL RAILWAY.

MAIN LINE AND BRANCHES.

	MILES.
Halifax to Truro.. . . . .	61.83.
Dartmouth Branch.. . . . .	12.38
Truro to Moncton.. . . . .	124.03
Moncton to St. John.. . . . .	89.36
Point du Chêne Branch.. . . . .	11.38
Moncton to Campbellton.. . . . .	185.16
Campbellton to Ste. Flavie.. . . . .	105.09
Indian Town Branch.. . . . .	13.51
St. Flavie to Rivière du Loup.. . . . .	83.28
Rivière Ouelle Branch.. . . . .	6.25
Rivière du Loup to Point Lévis.. . . . .	115.47
Hadlow to Chaudière Curve.. . . . .	5.62
Chaudière to Ste. Rosalie.. . . . .	115.95
St. Charles Junction to Chaudière Junction.. . . . .	16.98
Nicolet Branch.. . . . .	14.61
Dalhousie Branch.. . . . .	7.00



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Pictou to Oxford Junction.. . . . .	69.10
Brown's Point to Stellarton.. . . . .	12.23
Junction near New Glasgow to Pictou Landing.. . . . .	7.76
Pugwash Junction to Pugwash.. . . . .	4.70
Truro to Mulgrave.. . . . .	123.07
Point Tupper to Sydney.. . . . .	91.48
North Sydney Branch.. . . . .	4.38
Sydney to Sydney Mines.. . . . .	2.70
Fredericton to Loggieville.. . . . .	125.00
	<hr/>
	1,408.32

## LEASED.

Length of main line from Point Lévis to Hadlow..	1.50
Chaudière Curve to Chaudière.. . . . .	1.18
Ste. Rosalie Junction to Montreal.. . . . .	37.62
	<hr/>
	40.30
	1,448.62

## FREIGHT BRANCHES AND Y' OWNED.

Y's at Windsor Junction, Truro, Brown's Point, Oxford Junction, Painsec Junction, Moncton, Chaudière, Springhill Junction, Stellarton, Mulgrave, North Sydney Junction, Newcastle, Rivière Ouelle, St. Charles Junction, St. Leonard Junction, Ste. Rosalie Junction.. . .	3.62
Switch near North Street to D.W.T., Halifax.. . .	.85
Halifax Cotton Factory.. . . . .	2.10
Dartmouth Station to end of line.. . . . .	2.29
Stewiacke Wharf Branch.. . . . .	.87
Sydney Station to Wharf.. . . . .	.90
North Sydney Station to Wharf.. . . . .	.78
Switch near Pictou Landing to Coal Wharf....	.75
Pictou Station to Wharf.. . . . .	.15
Pictou Station to Copper Crown Smelter.. . . . .	.72
Logan's Tannery Siding.. . . . .	.48
Pugwash Station to Wharf.. . . . .	.07
Sackville Wharf Branch.. . . . .	.47
Dorchester Wharf Branch.. . . . .	1.00
Moncton Wharf Branch.. . . . .	1.00
Courtney Bay Branch.. . . . .	2.39
St. John Water Front Extension.. . . . .	.44
St. John Station to Deep Water Wharf.. . . . .	.28
Newcastle Wharf Branch.. . . . .	1.75
Dalhousie Station to Wharf Branch.. . . . .	.40



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Campbellton Wharf Branch . . . . .	43
Rimouski Wharf Branch.. . . .	200
Trois Pistoles Spur.. . . .	238
Rivière du Loup Wharf Branch.. . . .	435
St. Pacome Spur.. . . .	127
Nicolet Station to Wharf.. . . .	205
Carmel Branch, Main Line to Village (estimated)..	105
Blackville to Indian Town.. . . .	850
	4334
	149196

WINDSOR BRANCH.

Windsor Junction to Windsor.. . . .	32
-------------------------------------	----

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish.. . . .	166
Mount Stewart to Georgetown.. . . .	24
Charlottetown to Royalty Junction.. . . .	5
Emerald Junction to Cape Traverse.. . . .	13
Alberton to Cascumpec Wharf.. . . .	1
Charlottetown to Murray Harbour.. . . .	523
Montague Junction to Montague.. . . .	62
	2675

Total length of government railways..... 1,791:46

The result of the twelve month's operations of the government railways may be stated as follows:—

Name of Railway.	Mileage in Operation.	Amount.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.
Intercolonial Division. . . . .	1,448	Working expenses ... 9,157,435 53 Earnings ..... 9,173,558 80	16,123 27	
Windsor Branch.. . . .	32	One-third earnings... 76,471 58 Maintenance..... 37,912 11	18,518 20	
Prince Edward Island Division..	267	Working expenses ... 399,947 79 Earnings . . . . . 304,579 83		
Total, miles . . . . .	1,747			95,367 96
		Deduct profit from loss. ....		34,641 47
		Net loss.....		60,726 49



8-9 EDWARD VII., A. 1909

The maintenance of the roads and rolling stock has received careful attention and both roads continue to be in efficient condition; the rolling stock is being brought up to the modern standard.

The working expenses of the Intercolonial Railway given above include the \$140,000 rental paid to the Grand Trunk Railway.

The gross earnings of the government railways for the last two years compare as follows:—

	1906-7.	1907-8.
Intercolonial Division.. . . . .	\$8,305,985 69	\$9,173,558 80
Windsor Branch.. . . . .	55,130 39	76,471 58
Prince Edward Island Division.. . .	283,262 23	304,579 83
	<hr/>	<hr/>
	\$8,644,378 31	\$9,554,610 21

Showing an increase in the gross earnings of \$910,231.90.

The gross working expenses of the government railways for the last two years compare as follows:—

	1906-7.	1907-8.
Intercolonial Division.. . . . .	\$7,856,312 37	\$9,157,435 53
Windsor branch.. . . . .	15,425 32	37,912 11
Prince Edward Island Division.. . .	359,588 92	399,947 79
	<hr/>	<hr/>
Total.. . . . .	\$8,231,326 61	\$9,595,295 43
Gross working expenses of government railways.. . . .	\$9,595,295 43	
Gross earnings of government railways.. . . .		9,554,610 21
		<hr/>

Excess of working expenses over earnings, which include  
rental, \$140,000, Grand Trunk Railway.. . . . \$ 40,685 22

Showing an increase in working expenses for the year compared with the previous year of \$364,078.82, which is made up of the following:—

Intercolonial Division.. . . . .	\$301,123 16
Windsor Branch.. . . . .	22,596 79
Prince Edward Island Division.. . . .	40,358 87
	<hr/>
	\$364,078 82



## SESSIONAL PAPER No. 20

## INTERCOLONIAL DIVISION.

COMPARATIVE Statement of Ocean-borne Passenger Business done at the Port of Halifax during the fiscal period ended March 31, 1908.

Name of Steamer.	1906-1907.			Name of Steamer.	1907-1908.		
	No. of Passengers.				No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Pretorian.. . . . .	Nil.	667	667	Pretorian . . . . .	Nil.	596	596
Parisian .. . . . .	Nil.	1,578	1,578	Southwark .. . . .	Nil.	1,337	1,337
Southwark .. . . .	Nil.	1,120	1,120	Corinthian. . . . .	Nil.	323	323
Corinthian.. . . .	Nil.	1,669	1,669	Virginian .. . . .	114	1,856	1,970
Virginian .. . . .	71	1,727	1,798	Siberian. . . . .	36	1,644	1,680
Siberian .. . . . .	Nil.	1,065	1,065	Mongolian... . . .	32	936	968
Mongolian.. . . .	Nil.	577	577	Corean . . . . .	22	389	411
Corean. . . . .	Nil.	58	58	Numidian.. . . .	5	789	794
Numidian .. . . .	Nil.	880	880	Victorian.....	160	2,682	2,832
Victorian .. . . .	40	1,467	2,507	Canada . . . . .	23	951	974
Canada .. . . . .	42	1,889	1,931	Tunisian.....	164	3,311	3,475
Tunisian.....	130	2,363	2,493	Sardinian .. . . .	Nil.	1,342	1,342
Sardinian .. . . .	Nil.	669	669	Laurentian . . . .	Nil.	611	611
Laurentian.....	Nil.	1,074	1,074	Pomeranian.....	Nil.	855	855
Pomeranian.....	Nil.	289	289	Sicilian .. . . . .	2	1,380	1,382
Dominion . . . . .	10	2,141	2,151	Empress of Ireland. . .	45	29	74
Sicilian . . . . .	Nil.	1,449	1,449	Empress of Britain.....	33	12	45
Sarmatian.. . . . .	Nil.	169	169	Ionian. . . . .	85	1,760	1,845
Empress of Ireland.....	6	Nil.	6	Vancouver. . . . .	Nil.	798	798
Empress of Britain . . . .	25	Nil.	25	Kensington .. . . .	Nil.	1,330	1,330
Ionian.. . . . .	58	1,880	1,938	Carthaginian.....	47	2,623	2,670
Vancouver.. . . .	Nil.	780	780	Ottawa .. . . . .	Nil.	893	893
				Armenia. . . . .	Nil.	1,173	1,173
				Dahome.....	29	117	146
				Hispania .. . . . .	Nil.	632	632
				City of Bombay... . .	37	463	500
				Mount Temple.....	Nil.	589	589
				Corsican.....	103	2,416	2,519
				Grampian.. . . . .	28	783	811
Total .. . . . .	382	24,511	24,893	Total.....	965	33,655	34,620

\*NOTE.—Of the total number 34,620 7,318 travelled over the Intercolonial Railway as follows:

25,417 via St. John and Canadian Pacific, 1,885 via Intercolonial Railway, long haul.

COMPARATIVE Statement of Ocean-borne Freight Traffic during the fiscal period ended March 31, 1908.

Name of Line of Steamers.	WINTER OF 1906-1907.			Name of Line of Steamers.	YEAR ENDING MARCH 31, 1908.		
	Measure-ment tons.	Weight tons.	Total tons.		Export tons.	Import tons.	Total.
Allan Line.. .. .	7,329	4,672	12,001	Allan Line....	1,335	12,129	13,464
Furness Line. ....	2,307	7,204	9,511	Furness Line.....	24,128	10,545	34,673
Canadian Pacific.....	Nil.	Nil.	Nil.	Canadian Pacific .. .	130	2,273	2,403
Canada-Jamaica Steamship Line.....	Nil.	1,862	1,862	Canada and Mexico.....	9,510	5,756	15,266
Pickford and Black ...	40	13,844	13,884	Pickford and Black.....	14,810	6,323	21,133
Various other lines and Tramp Steamers....	Nil.	Nil.	Nil.	Various tramp steamers and sailing vessels. ....	51,340	15,382	66,722
Total.....	9,676	27,582	37,258	Total.....	101,253	52,408	153,661



8-9 EDWARD VII., A. 1909'

The above statement shows an increase of 116,403 tons of ocean-borne freight traffic for the winter season of 1907-8, as compared with the winter season of 1906-7.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account during the fiscal year ending March 31, 1908:—

	Engines.	Dining cars.	PASSENGER CAR STOCK.					Motors cars.	Oil tank cars.	Box and refrigerator stock cars.	Platform cars	Coal cars of 3 several kinds dump.	Snow ploughs.	Wing ploughs.	Flangers.	Ballast plough.	Auxiliary cars.	Air brake instruction cars.	Steamcranes for coal.
			1st class sleeping and parlour.	1st class.	2nd class. sleepers.	2nd class.	Baggage and mail postal.												
	16	..	..	..	..	..	..	4	..	628 31 25	310	85 70	..	..	..	..	..	..	..

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended March 31, 1908, at the cost of revenue to maintain the work:—

	Engines.	PASSENGER CAR STOCK.					Postal & Smoker.	Box car.	Platform cars.	Refrigerator cars.	Coal cars of three several kinds.	Stock.	Vans.	Oil tank.	Rotary snow ploughs	Auxiliary.
		1st class sleeping and parlour.	1st class dining.	2nd class sleepers.	2nd class.	Baggage and express.										
Total.....	.....	1	1	.....	..	2	2	100	100	3	92	9	8	1	..	..



## SESSIONAL PAPER No. 20

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 1876, when the road was first opened as a through line to the west:—

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		\$ c.	\$ c.	\$ c.	\$ c.		
1876-77.....	714	1,661,673 55	1,154,445 33	.....	507,228 22	421,327	613,420
1877-78.....	714	1,816,273 56	1,378,946 78	.....	432,326 78	522,710	618,957
1878-79.....	714	2,010,183 22	1,294,009 69	.....	716,083 53	510,861	640,101
1879-80.....	829	1,603,429 71	1,506,298 48	.....	97,131 23	561,924	581,486
1880-81.....	840	1,759,851 27	1,760,393 92	542 65	.....	725,777	631,245
1881-82.....	840	2,069,657 45	2,079,262 66	9,605 18	.....	838,956	779,994
1882-83.....	840	2,360,373 27	2,370,910 10	10,547 18	.....	970,961	878,600
1883-84.....	887	2,377,433 62	2,384,414 92	6,981 30	.....	1,009,237	944,636
1884-85.....	941	2,519,751 56	2,441,203 66	.....	78,547 90	989,986	957,228
1885-86.....	946	2,583,999 67	2,450,093 88	.....	133,905 79	1,023,788	932,880
1886-87.....	977	2,922,369 62	2,660,116 93	.....	262,252 69	1,143,026	942,784
1887-88.....	971	3,366,781 74	2,983,336 05	.....	383,445 69	1,288,823	1,040,163
1888-89.....	971	3,244,647 73	2,967,801 00	.....	276,847 73	1,218,877	1,136,272
1889-90.....	971	3,560,575 74	3,012,739 87	.....	847,835 87	1,368,819	1,219,233
1890-91.....	1,094	3,662,341 94	2,977,395 38	.....	684,946 56	1,304,534	1,298,304
1891-92.....	1,142	3,439,377 00	2,945,441 97	.....	493,935 03	1,264,575	1,297,732
1892-93.....	1,142	3,045,317 50	3,065,499 09	20,181 59	.....	1,388,080	1,292,878
1893-94.....	1,142	2,981,671 98	2,987,510 27	5,838 29	.....	1,342,710	1,301,062
1894-95.....	1,142	2,936,902 74	2,940,717 95	3,815 21	.....	1,276,816	1,352,667
1895-96.....	1,142	3,012,827 62	2,957,640 10	.....	55,187 52	1,379,618	1,471,866
1896-97.....	1,145	2,925,968 67	2,866,028 02	.....	59,940 65	1,296,028	1,501,690
1897-98.....	1,201	3,327,648 51	3,117,669 85	.....	209,978 66	1,434,576	1,523,444
*1898-99.....	1,301	3,675,686 21	3,738,331 44	62,645 43	.....	1,750,761	1,603,095
*1899-1900 ..	1,301	4,431,404 69	4,552,071 71	120,667 02	.....	2,151,208	1,029,754
*1900-01.....	1,301	5,460,422 64	4,972,235 87	.....	488,186 77	2,111,310	2,517,295
*1901-02.....	1,301	5,574,563 30	5,671,385 91	96,822 61	.....	2,385,816	2,186,226
*1902-03.....	1,315	6,196,653 19	6,324,323 72	127,670 53	.....	2,790,737	2,404,230
*1903-04.....	1,321	7,239,982 04	6,339,231 43	.....	900,750 61	2,664,149	2,663,156
*1904-05.....	1,446	8,508,826 75	6,783,522 83	.....	1,725,303 92	2,782,257	2,810,960
*1905-06.....	1,446	7,581,914 36	7,643,829 90	61,915 54	.....	3,156,189	2,737,160
*1906-07.....	1,448	6,030,171 83	6,248,311 00	218,139 17	.....	2,606,073	2,044,847
*1907-08.....	1,448	9,157,435 53	9,173,558 80	16,123 27	.....	4,134,064	2,789,371

\*The working expenses include the rental paid for leased line

1906-07 nine months only.



8-9 EDWARD VII., A. 1909

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings from the several sources named from June 30, 1876, to March 31, 1908.

Year.	Miles in operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		cts.	\$ cts.	cts.	\$ cts.
1876-7.....	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877 8.....	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9.....	814	451,893 29	752,490 85	88,715 55	1,291,009 69
1879-80.....	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1.....	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881 2.....	850	651,296 94	1,303,496 00	124,470 72	2,079,262 66
1882-3.....	940	741,992 72	1,487,601 98	141,326 40	2,379,910 10
1883-4.....	887	775,783 77	1,461,390 37	147,240 78	2,383,414 92
1884-5.....	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6.....	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7.....	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8.....	971	884,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9.....	971	906,246 47	1,909,094 44	152,460 09	2,967,801 00
1889-90.....	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1.....	1,094	962,316 88	1,854,629 88	160,448 62	2,977,395 38
1891-2.....	1,142	961,427 94	1,803,529 03	180,485 00	2,945,441 97
1892-3.....	1,132	1,002,912 74	1,868,853 84	184,468 80	3,065,499 09
1893-4.....	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5.....	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6.....	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-7.....	1,145	979,005 57	1,687,050 42	199,472 03	2,866,028 02
1897-8.....	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9.....	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900.....	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1.....	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2.....	1,315	1,770,941 13	3,644,513 42	255,931 36	5,761,385 91
1902-3.....	1,315	1,927,916 87	4,128,255 00	268,151 75	6,324,323 72
1903-4.....	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5.....	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 83
1905-6.....	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7.....	1,448	1,952,438 88	4,032,745 00	263,127 12	*6,248,311 00
1907-8.....	1,448	2,711,416 98	6,054,493 45	407,643 37	9,173,358 80

\* 1906-07 nine months only.



## SESSIONAL PAPER No. 20

## INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight Carried from  
June 30, 1876, to March 31, 1908.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7.....	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8.....	714			522,710
1878-9.....	714			510,861
1879-80.....	829			561,924
1880-1.....	840			725,777
1881-2.....	840	571,784	267,272	838,956
1882-3.....	840	537,025	443,936	970,961
1883-4.....	887	584,581	424,656	1,009,237
1884-5.....	941	506,574	483,352	989,936
1885-6.....	946	580,076	443,712	1,023,788
1886-7.....	977	633,455	509,565	1,143,020
1887-8.....	971	727,599	561,224	1,288,823
1888-9.....	971	624,436	594,441	1,218,877
1889-90.....	971	756,696	612,123	1,368,819
1890-1.....	1,094	797,492	507,042	1,304,534
1891-2.....	1,142	750,783	513,792	1,264,575
1892-3.....	1,142	1,030,628	357,452	1,388,080
1893-4.....	1,142	966,114	376,596	1,342,710
1894-5.....	1,142	901,374	366,442	1,267,816
1895-6.....	1,142	1,101,229	368,389	1,379,618
1896-7.....	1,145	927,167	368,859	1,296,028
1897-8.....	1,201	1,053,569	381,007	1,434,576
1898-9.....	1,315	1,351,569	399,192	1,750,761
1899-1900.....	1,315	1,713,928	437,280	2,151,208
1900-1.....	1,315	1,633,671	477,639	2,111,310
1901-2.....	1,315	1,914,551	471,265	2,385,816
1902-3.....	1,315	2,239,993	550,744	2,790,737
1903-4.....	1,321	2,123,261	540,888	2,664,149
1904-5.....	1,446	2,119,528	662,729	2,782,257
1905-6.....	1,446	2,413,863	742,326	3,156,189
1906-7.....	1,448	1,996,869	609,204	*2,606,073
1907-8.....	1,448	3,227,435	906,629	4,134,064

\* 1906-07 nine months only.



8-9 EDWARD VII., A. 1909

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to March 31, 1908.

Year.	Miles in Operation	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7.....	714	The information for these years was destroyed when the general offices in Moncton were burned		613,420
1877-8.....	714			619,957
1878-9.....	714			640,101
1879-80.....	820			581,483
1880-1.....	840			631,245
1881-2.....	840	647,534	132,460	779,994
1882-3.....	840	728,186	150,414	878,600
1883-4.....	887	784,715	159,921	944,636
1884-5.....	941	812,028	145,200	957,228
1885-6.....	946	784,817	148,063	932,880
1886-7.....	977	814,032	128,752	942,784
1887-8.....	971	948,324	91,839	1,040,163
1888-9.....	971	1,050,592	85,680	1,136,272
1889-90.....	971	1,117,695	91,531	1,219,233
1890-1.....	1,094	1,203,814	94,490	1,298,304
1891-2.....	1,142	1,198,649	99,083	1,297,732
1892-3.....	1,142	1,188,827	104,051	1,292,878
1893-4.....	1,142	1,216,027	85,035	1,301,062
1894-5.....	1,142	1,272,284	80,383	1,352,667
1895-6.....	1,142	1,386,803	85,063	1,471,866
1896-7.....	1,145	1,416,631	85,059	1,501,690
1897-8.....	1,201	1,438,590	89,854	1,523,444
1898-9.....	1,315	1,504,652	98,443	1,103,095
1899-1900.....	1,315	1,878,858	112,896	1,791,754
1900-1.....	1,315	1,905,599	119,696	2,025,295
1901-2.....	1,315	2,061,196	125,030	2,186,226
1902-3.....	1,315	2,255,013	149,217	2,404,230
1903-4.....	1,321	2,447,843	215,313	2,663,156
1904-5.....	1,446	2,589,928	221,032	2,810,960
1905-6.....	1,446	2,491,472	245,688	2,737,160
*1906-7.....	1,448	1,853,126	191,721	2,044,847
1907-08.....	1,448	2,593,886	195,485	2,789,371

\* 1906-07 nine months only.



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The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since the road was opened as a through line:—

Year,	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7.....				103,420	103,420
1877-8.....				97,043	97,043
1878-9.....		300		112,232	112,532
1879-80.....		1,097		135,369	136,466
1880-1.....		6,102	4,022	174,483	184,607
1881-2.....		18,015	11,779	218,364	248,158
1882-3.....		12,837	22,206	227,380	262,423
1883-4.....		32,014	19,532	252,014	293,562
1884-5.....		133,440	1,773	213,791	349,004
1885-6.....		171,170	21,150	215,272	407,592
1886-7.....		192,871	27,536	233,178	453,585
1887-8.....		183,704	36,228	309,727	529,659
1888-9.....		160,026	27,923	338,538	526,487
1889-0.....		164,453	25,126	366,967	554,546
1890-1.....		113,996	69,213	344,829	498,038
1891-2.....		35,447	5,918	392,441	433,806
1892-3.....		136,868	3,775	402,653	543,296
1893-4.....		102,273	8,028	367,390	478,691
1894-5.....		67,082	7,865	310,253	385,200
1895-6.....		53,124	9,681	369,708	432,513
1896-7.....		38,395	12,305	331,469	382,172
1897-8.....		9,084	9,796	351,069	369,949
1898-99.....		4,644	5,399	484,163	494,206
1899-1900.....		3,495		599,714	603,289
1900-1.....	136			506,454	506,590
1901-2.....	1,131	5,763	3,640	546,986	557,520
1902-3.....	2,200	7,817	6,775	725,727	742,519
1903-4.....	2,260	637	513	691,346	694,761
1904-5.....	800	265	5,022	596,290	602,377
1905-6.....	7,542	1,625	661	610,444	620,272
*1906-7.....	1,737	2,808	3,252	624,833	632,630
1907 8.....	22	183	4,245	1,061,694	1,066,134

\* 1906-07 nine months only.



8-9 EDWARD VII., A. 1909

TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77.....				1892-93..	156,306	197,666	352,975
1877-78.....				1893-94.....	Nil.	8,026	8,026
1878-79.....				1894-95.....	"	Nil.	Nil.
1879-80.....				1895-96.....	"	"	"
1880-81.....				1896-97.....	"	"	"
1881-82.....				1897-98.....	8,000	"	8,000
1882-83... ..	31,011		31,011	1898-99.....	30,000	"	30,000
1883-84.....	73,389		73,389	1899-1900.....	13,239	"	13,239
1884-85.....	300,901		300,901	1900-01.....	147	"	147
1885-86.....	389,122		389,122	1901-02.....	Nil.	"	Nil.
1886-87.....	575,880		575,880	1902-03.....	"	"	"
1887-88.....	69,021		69,021	1903-04.....	147,438	"	147,438
1888-89.....	129,725		129,725	1904-05.....	Nil	"	Nil.
1889-90.....	502,012		502,012	1905-06.....	*170,000		170,000
1890-91.....	148,803	59,543	218,337	1906-07.....			Nil.
1891-92.....	845,997	519,500	1,265,497	1907-08.....			"

\* Via Montreal.

TABLE showing the number of barrels of flour and meal carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77... ..	254,710	1892-93.....	856,913
1877-78.....	557,778	1893-94.....	944,967
1878-79.....	630,329	1894-95.....	938,351
1879-80.....	535,248	1895-96.....	822,097
1880-81.....	672,310	1896-97.....	847,701
1881-82.....	692,095	1897-98.....	987,408
1882-83.....	983,916	1898-99.....	1,157,250
1883-84.....	817,134	1899-1900.....	1,234,077
1884-85.....	935,977	1900-01.....	1,292,106
1885-86.....	761,127	1901-02.....	1,311,707
1886-87.....	763,894	1902-03.....	1,521,540
1887-88.....	871,838	1903-04.....	1,607,050
1888-89.....	948,514	1904-05.....	1,769,480
1889-90.....	1,116,050	1905-06.....	1,882,630
1890-91.....	1,013,129	1906-07.....	1,531,140
1891-92.....	954,015	1907-08.....	1,528,620

1906-07 nine months only.



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TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77.....	292,852	1892-93.....	1,514,619
1877-78.....	331,170	1893-94.....	1,304,684
1878-79.....	302,921	1894-95.....	1,036,384
1879-80.....	534,021	1895-96.....	1,064,385
1880-81.....	565,678	1896-97.....	1,093,499
1881-82.....	560,253	1897-98.....	1,551,372
1882-83.....	1,195,601	1898-99.....	2,595,353
1883-84.....	654,673	1899-1900.....	2,720,453
1884-85.....	734,902	1900-1901.....	3,535,364
1885-86.....	849,800	1901-02.....	2,959,761
1886-87.....	1,018,395	1902-03.....	3,392,252
1887-88.....	1,219,035	1903-04.....	2,788,772
1888-89.....	1,256,158	1904-05.....	3,317,910
1889-90.....	2,610,202	1905-06.....	2,924,226
1890-91.....	2,890,921	1906-07.....	2,231,864
1891-92.....	3,776,677	1907-08.....	4,567,245

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77.....	50,096,474	1892-93.....	181,211,013
1877-78.....	56,626,547	1893-94.....	200,507,949
1878-79.....	55,626,696	1894-95.....	202,247,269
1879-80.....	55,462,654	1895-96.....	226,332,715
1880-81.....	72,841,388	1896-97.....	243,355,725
1881-82.....	78,356,418	1897-98.....	354,093,816
1882-83.....	104,633,417	1898-99.....	306,554,031
1883-84.....	131,120,948	1899-1900.....	379,350,074
1884-85.....	138,493,675	1900-1901.....	396,858,964
1885-86.....	117,186,512	1901-02.....	428,051,029
1886-87.....	161,801,763	1902-03.....	459,231,589
1887-88.....	197,755,272	1903-04.....	465,379,803
1888-89.....	199,507,777	1904-05.....	518,434,310
1889-90.....	210,886,071	1905-06.....	572,878,600
1890-91.....	184,188,324	1906-07.....	452,602,703
1891-92.....	175,474,340	1907-08.....	754,759,383

1906-07 nine months only.



TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1892-93.....	93,369
1877-78.....	46,498	1893-94.....	79,203
1878-79.....	47,584	1894-95.....	72,106
1879-80.....	70,990	1895-96.....	64,051
1880-81.....	61,574	1896-97.....	72,082
1881-82.....	73,479	1897-98.....	89,301
1882-83.....	68,338	1898-99.....	109,821
1883-84.....	60,090	1899-1900.....	92,813
1884-85.....	70,785	1900-01.....	95,923
1885-86.....	74,498	1901-02.....	98,495
1886-87.....	82,896	1902-03.....	127,060
1887-88.....	98,302	1903-04.....	113,006
1888-89.....	85,960	1904-05.....	110,670
1889-90.....	80,771	1905-06.....	106,589
1890-91.....	95,529	1906-07.....	97,381
1891-92.....	87,889	1907-08.....	99,824

TABLE showing the number of tons of ocean-borne goods to and from Europe carried over the road during each year since it was first opened for traffic as a through line.

Year.	Via Ste. Rosalie and from the West.	Via Mont- real to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77.....					
1877-78.....		14,949		3,405	18,354
1878-79.....		21,628		2,643	24,271
1879-80.....		21,073		4,952	26,025
1880-81.....		15,454		3,334	18,788
1881-82.....		21,607		4,168	25,775
1882-83.....		24,875		7,911	32,786
1883-84.....		19,696		6,533	26,229
1884-85.....		22,787		8,405	31,192
1885-86.....		13,464		8,216	21,680
1886-87.....		16,923		9,811	26,734
1887-88.....		41,864		8,878	50,742
1888-89.....		17,340		11,481	28,821
1889-90.....		9,895		11,730	21,625
1890-91.....		9,923		10,764	20,687
1891-92.....		9,719	17	23,835	33,571
1892-93.....		7,295	100	12,319	19,714
1893-94.....		3,023	204	13,455	16,682
1894-95.....		6,749	213	10,399	17,361
1895-96.....		3,767	314	16,748	20,829
1896-97.....		2,654	263	17,239	20,156
1897-98.....		5,950	1,637	18,633	26,220
1898-99.....		2,465	243	31,555	34,263
1899-1900.....		2,379	307	37,108	39,794
1900-01.....	322	6,860	1,142	155,514	163,838
1901-02.....	1,106	7,780	1,528	172,733	183,147
1902-03.....	817	11,925	1,194	124,695	138,631
1903-04.....	2,079	21,377	2,994	146,070	174,520
1904-05.....	284	15,325	3,687	85,853	105,149
1905-06.....	2,026	17,217	5,337	128,462	153,042
1906-07.....	1,384	15,922	436	110,447	128,219
1907-08.....					

1906-07 nine months only.



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TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

Year.	RAW SUGAR.					REFINED SUGAR.				
	Via Ste. Rosalie.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....		340			340					
1877-78.....		186			186					
1878-79.....		1,041			1,041					
1879-80.....		12,220			12,220					
1880-81.....		13,872			13,872		4,022		2,902	6,924
1881-82.....		14,256		1,290	15,546		7,146		3,607	10,753
1882-83.....		9,465		508	9,973		11,126		5,497	16,623
1883-84.....		13,778		3,068	16,846		14,543		7,265	21,808
1884-85.....		10,381		3,661	14,042		18,024		8,445	26,469
1885-86.....		4,394		3,998	8,392		7,674		5,858	13,518
1886-87.....		20,450		8,500	28,950		15,044		8,395	23,439
1887-88.....		14,320		14,085	28,405		21,641		7,133	28,774
1888-89.....		24,358		7,160	31,518		12,955		11,120	24,075
1889-90.....		7,390		8,913	16,303		6,778		6,125	12,903
1890-91.....		5,088	4,670	8,215	17,973		10,130	468	5,996	16,594
1891-92.....		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93.....				10,137	10,137		8,327	6,456	7,840	22,623
1893-94.....				6,775	6,775		17,729	6,967	8,885	33,581
1894-95.....				10,342	10,342		13,351	15,819	4,695	33,865
1895-96.....				9,824	9,824		15,138	13,734	11,309	40,181
1896-97.....				4,925	4,925		5,694	8,069	6,957	20,720
1897-98.....							6,624	8,821	10,989	26,534
1898-99.....							8,138	2,193	15,833	26,164
1899-1900..		96			96		9,795	257	19,655	29,907
1900-01.....		489			489	403	14,791	12	10,615	25,821
1901-02.....		90		11,553	11,643	3,101	6,831	861	18,839	29,632
1902-03.....		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04.....	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05.....	602	509	78	1,495	15,684	1,446	7,107	224	22,937	31,764
1905-06.....		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07.....		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08.....		912	nil	4,371	5,283	5,280	10,555	723	21,073	37,631

1906-07—nine months only.



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TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was first opened as a through line.

Year.	FRESH FISH.					SALT FISH.				
	To Ste. Rosalie for the West.	To Mont-real for the West.	To St. John for the West.	To Local Sta-tions.	Total.	To Ste. Rosalie for the West.	To Mont-treal for the West.	To St. John for the West.	To Local Sta-tions.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....		530	921	527	1,978		551	1,848	802	3,201
1877-78..		596	1,015	474	2,085		898	1,644	805	3,347
1878-79.....		471	1,336	817	2,624		988	1,038	1,048	2,974
1879-80.....		519	1,362	453	2,334		1,612	2,238	959	4,809
1880 81..		498	1,879	920	3,297		2,418	937	1,051	4,406
1881-82.....		475	1,619	957	3,051		4,031	1,066	2,487	7,584
1882-83..		542	384	393	1,319		3,229	759	1,354	5,412
1883-84.....		838	1,682	412	2,932		1,322	1,143	1,224	3,689
1884-85.....		1,062	1,885	484	3,431		3,563	3,600	1,596	8,759
1885-86..		1,669	1,645	902	4,216		1,680	2,047	3,376	7,103
1886-87.....		1,278	1,572	2,008	4,858		3,236	569	1,747	5,552
1887-88..		1,533	1,477	1,031	4,041		2,617	476	1,099	4,193
1888-89..		2,474	2,000	1,870	6,344		3,070	7,746	2,994	13,810
1889-90..		2,235	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91.....		2,029	2,788	1,848	6,665		1,953	1,917	3,236	7,106
1891-92.....		1,367	1,746	547	3,660		1,946	928	1,889	4,763
1892-93.....		1,683	1,875	3,340	6,898		3,262	1,811	2,176	7,249
1893-94.....		1,959	2,192	2,224	6,375		2,921	1,814	2,962	7,697
1894-95.....		2,006	3,726	1,160	6,892		2,075	1,849	5,285	10,209
1895-96..		1,966	3,059	1,319	6,344		1,863	1,087	2,791	5,741
1896-97.....		3,307	3,115	1,286	7,708		2,168	1,176	2,536	5,880
1897-98.....		3,575	3,703	1,052	8,330		1,729	1,066	2,210	5,005
1898-99.....		1,210	2,070	3,305	6,583		1,651	1,198	3,625	5,474
1899-1900.....		2,547	2,706	3,686	8,939		2,421	1,563	2,659	6,643
1900-01..	37	2,009	3,207	4,125	9,393	360	3,419	1,346	4,643	9,768
1901-02..	219	3,013	4,373	5,477	13,082	283	3,150	1,413	5,196	10,042
1902-03.....	140	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1903-04.....	539	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1904-05.....	779	1,902	3,674	5,516	11,871	433	2,673	272	6,759	10,137
1905-06.....	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07.....	320	2,882	3,712	7,400	14,314	307	3,156	416	6,348	10,227
1907-08.....	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527

During the year 428:63 miles of 56, 58, 67, 80 and 110-lb. rails were taken up and replaced with 67 and 80-lb. rails; 558,436 ties and 128 sets of switches renewed.

Cost of road and equipment up to March 31, 1908:—

On capital account—

Road, including \$1,464,000 paid on account purchas-	
ing Drummond County Railway.. . . . .	\$67,049,311 56
Rolling stock.. . . . .	20,078,120 24
Total.. . . . .	\$87,127,431 80

The work of increased accommodation at the deep water terminus at Halifax is progressing, which facilitates the work of conducting the traffic.

Both the road and rolling stock have been efficiently maintained during the year. Additions to the rolling stock continue to be made, as being a necessity for the efficient working of the traffic.



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## WINDSOR BRANCH.

This road continues to be operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company, the company receiving two-thirds of the gross earnings for working the traffic, and the government one-third of the gross earnings for maintaining the way and works.

Year.	Miles in oper- ation.	One-third gross earnings.	Proportion of one-third gross earnings credited to line Windsor Junction to Halifax.	Proportion of one-third gross earnings credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82..	32	28,461 07	7,407 88	21,052 19	13,099 55	7,953 64	
1882-83..	32	31,199 77	8,085 88	24,113 89	23,103 93	1,009 96	
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33	.....	714 75
1887-88..	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91..	32	39,519 56	9,284 48	33,508 35	28,931 71	1,303 42	
1891-92..	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94..	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95..	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96..	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97..	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98..	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99..	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01..	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03..	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04..	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05..	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06..	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07..	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08..	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	



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PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to March 31, 1908:—

Road, &c. . . . .	\$ 7,029,212 97
Rolling stock. . . . .	668,548 07
Total. . . . .	\$ 7,697,761 04

The rolling stock provided on capital account consisted of:—

Engines.	PASSENGER CAR STOCK.			Official cars.	Box, cattle and Refrigerator cars.	Platform cars and coal cars.	Conductors' vans.	Pay car.	Snow ploughs.	Flangers.
	1st class cars.	2nd class cars.	Baggage smoking and postal.							
31	23	19	14	1	271 21 3	147 22 .....	4	1	10	9
					294	169				

The capital expenditure during the year amounted to \$390,461.83, of which \$229,875.71 was expended on increased accommodation at Charlottetown.



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The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic: —

Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		\$ cts.	\$ cts.	\$ cts.		
1875-76 .....	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77 .....	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78 .....	199	221,599 49	135,899 60	85,699 89	38,668	111,428
1878-79 .....	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80 .....	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81 .....	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82 .....	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1882-83 .....	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84 .....	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85 .....	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86 .....	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87 .....	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1887-88 .....	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1888-89 .....	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1889-90 .....	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91 .....	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92 .....	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1892-93 .....	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94 .....	211	226,891 06	158,533 83	68,857 23	53,577	123,727
1894-95 .....	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96 .....	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97 .....	211	240,489 90	153,443 13	87,046 77	52,151	121,498
1897-98 .....	211	231,418 74	158,950 61	72,468 13	57,539	126,510
1898-99 .....	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900 .....	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01 .....	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02 .....	210	270,159 97	197,999 97	72,160 00	75,381	184,748
1902-03 .....	209	259,637 82	217,714 24	41,923 58	80,582	205,265
1903-04 .....	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05 .....	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06 .....	261	294,253 16	257,270 57	36,982 59	87,162	256,092
1906-07 .....	267	283,148 50	215,434 97	67,713 53	67,144	232,371
1907-08 .....	267	399,947 79	304,579 83	95,367 96	97,250	317,828

1906-7 nine months only.

Steel rails (50 and 56 lb. to yard).....	263·5
Iron rails (40 lb. to yard).....	4

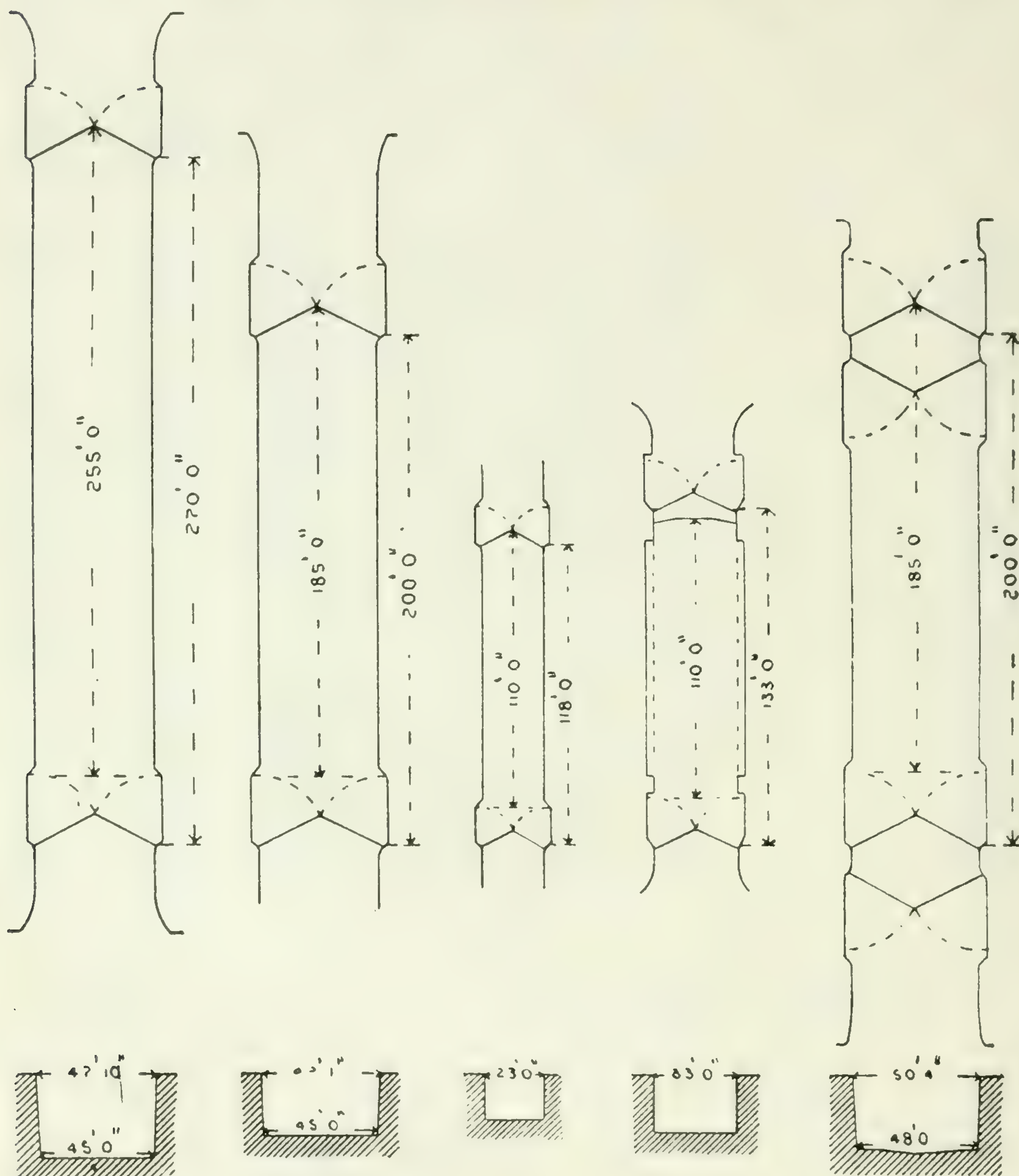
Total length of road..... 267·5

The road and rolling stock are in good running condition.



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Plans and Sections showing the Dimensions of the Smallest Lock on each



Lachine

St Anne,  
St Ours,  
Carillon,  
& Grenville.

Chambly

Rideau

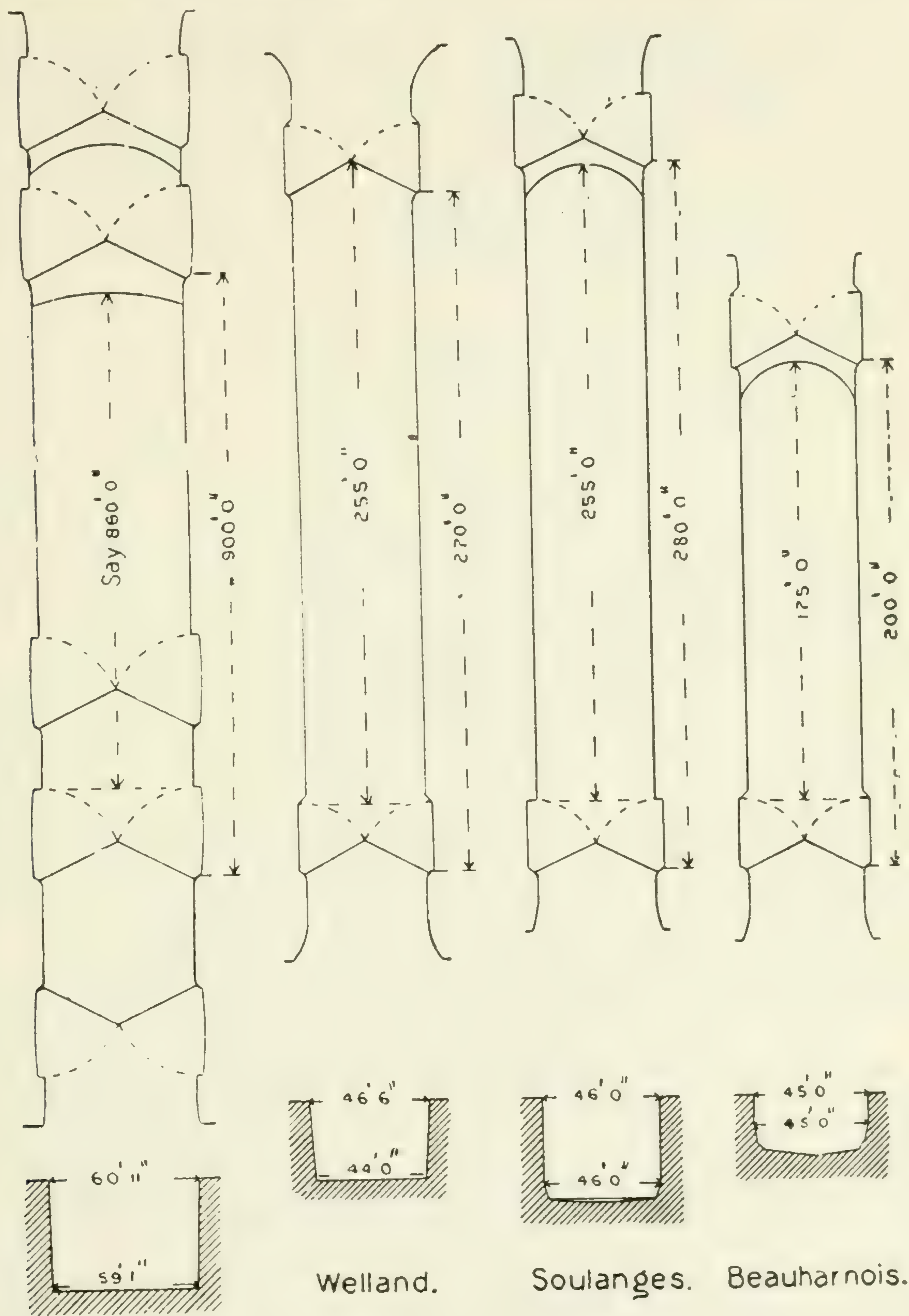
St Peter's

There are no locks on the through route between Lake Superior and



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of the Canadian Canal Systems except the Trent Canal, which is uncompleted.



Sault Ste Marie.

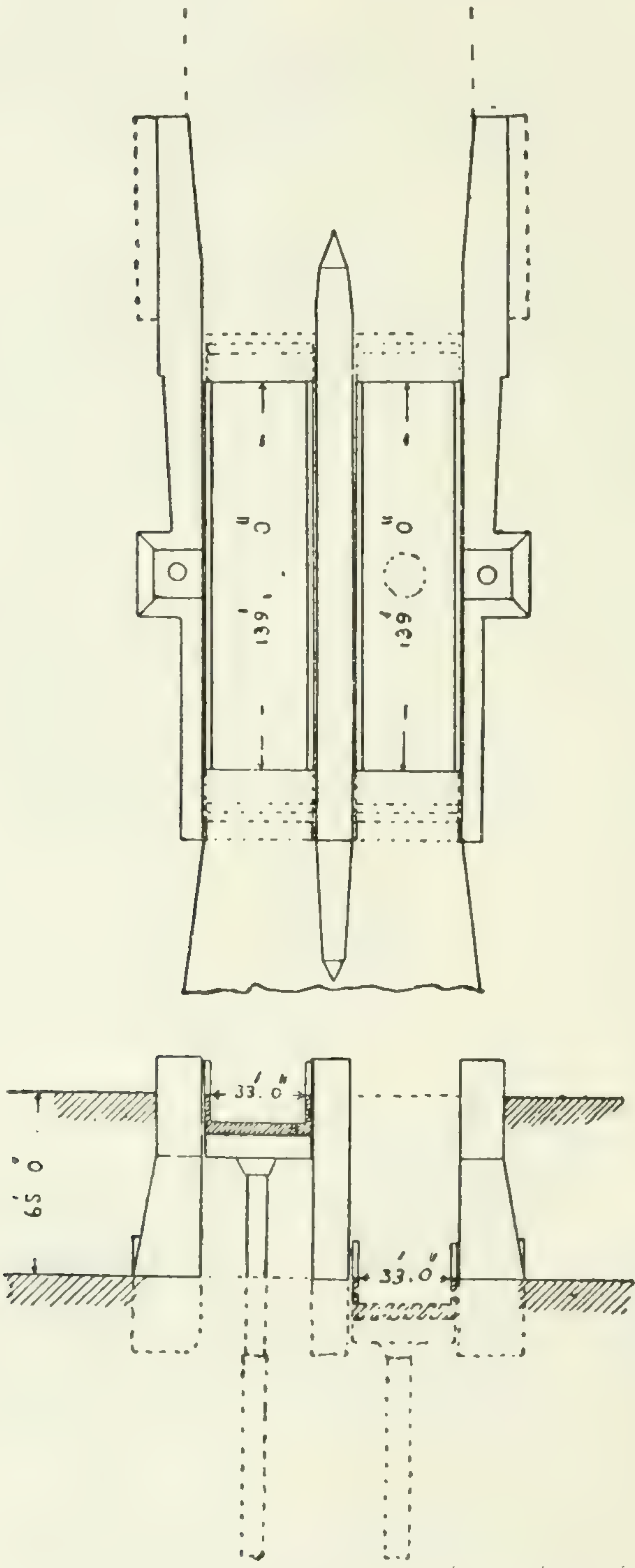
Montreal of less dimension than those of the Welland Canal Locks.



TRENT CANAL

Hydraulic Lift-Lock at Peterborough

65 Feet Lift





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## CANALS.

The preceding diagrams of the locks on the Lachine, Soulanges, Welland and Sault Ste. Marie canals practically give the key to the whole navigation between Montreal and Lake Superior. There are no locks to be passed of less dimensions than those of the Welland canal.

The dimensions of the locks of the Beauharnois, Carillon and Grenville, Ste. Anne, Chambly, St. Ours, Rideau, Trent and St. Peter's are also shown.

## CONSTRUCTION.

## SOULANGES CANAL.

This canal extends from Coteau Landing to Cascades, a distance of 14 miles.

The works of construction of this canal are completed.

Total expenditure up to March 31, 1907.. . . .	\$6,904,683 58
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Expended during the year ended March 31, 1908.. . .	50,634 01
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Total expended up to March 31, 1908.... .	\$6,955,317 59
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There yet remain some further payments to be made.

## SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's island; it is  $1\frac{1}{2}$  miles in length. The depth of water on the mitre sill at low water is 20 feet 4 inches, 22 feet in the prism, 21 feet 5 inches in the lower entrance, with a minimum width of 315 feet. In the upper entrance there is only a depth of 18 feet of water at low water, but the work of deepening to 21 feet 5 inches is in progress. A contract was entered into with Mr. Boone to continue the work of deepening and widening, which, when completed, will give safe passage for vessels approaching and departing from the canal.

Total expenditure up to March 31, 1907.. . . .	\$4,639,180 62
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Expended from March 31, 1907, to March 31, 1908.. . .	140,433 22
---	------------

Total expended up to March 31, 1908.. . . .	\$4,779,613 84
---	----------------

## TRENT CANAL.

This canal is designed to extend from the waters of Lake Ontario to the Georgian bay on Lake Huron, at the mouth of the Severn river, the total distance being about 200 miles, of which 20 miles are canal and about 180 miles river and lake navigation.

Section No. 1 extends from deep water in the river at station A, above the highway bridge at Trenton, to the station marked B, about one mile above Gren Millar Bridge, a distance of about four and one quarter miles. Larkin & Sangster, contractors.



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Section No. 2 extends from the end of section 1 at station marked B, about a mile above Glen Millar bridge, to the station marked C, about one and a quarter miles above Frankfort bridge, a distance of about four and one-half miles. Dennon & Rogers contractors.

Section No. 3 extends from the end of section 2, about a mile and a quarter above Frankfort bridge, to station marked D, about three miles above Glen Ross, a distance of about seven miles and a half. Canadian Development Company, contractors.

Section No. 4 will fill in the location between sections 3 and 5; this section had not been let up to August 1, 1908.

Section No. 5 extends from deep water in the River Trent, at station marked A above highway bridge in Campbellford, to deep water in Crow bay at station marked B, a distance of about three miles. Brown & Aylmer contractors.

Rosedale section.—The work embraced in this section extends from deep water at station A in Balsam lake, above the highway bridge at Rosedale, to deep water at station B in Cameron lake, a distance of about two miles. R. McDonald Co. contractors.

#### *Balsam-Simcoe Lake Division.*

For section No. 1 Mr. Andrew Onderdonk was the contractor. He completed his contract some time ago, but as it is only a section of this division, it is only occasionally used, and has not been formally opened for public traffic. It is about six miles in length.

Section No. 2 is completed.

Section 3.—To complete this canal, which is designed to extend from the Georgian bay to the waters of Lake Ontario, there remains to be placed under contract the section from Lake Simcoe to Georgian bay waters.

#### *Holland River Division.*

Section No. 1.—A contract for this section was entered into with the Lake Simcoe Dredging Company on April 30, 1906. Contract cancelled.

Section No. 2.—From Holland Landing to Newmarket, a contract has been made with Mr. J. Riley, of St. Catharines, for this section, and assigned to the York Construction Company, Ltd., of Toronto.

The following is a statement of the expenditure made on the construction of this canal from its commencement up to March 31, 1908:—

Total expenditure to March 31, 1907.. . . . .	\$5,430,488 66
Expended from April 1, 1907, to March 31, 1908.. . . .	343,176 05
	<hr/>
Total expenditure to March 31, 1908.. . . . .	\$5,773,664 71



# ENLARGEMENT.

## LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of 8½ miles. There are 5 lift locks, 270 x 45 feet, with 14 feet water on the mitre sills, giving a total rise of 45 feet. There was a large amount of work performed in the way of repairs and renewals during the year. There were new plans prepared during the year providing for the rebuilding of part of the slope walls in concrete. Messrs. Quinlan & Robertson secured the contract and the work was pushed vigorously as soon as the canal was unwatered. The work of dredging the basin, &c., was continued during the year. The total quantity of material excavated was about 12,350 cubic yards. Work on the installation of the electric machinery for the operation of lock gates, &c., was continued during the year.

The total expenditure for original construction from	
1843 to 1848.. . . .	\$2,587,532 85
Expenditure in 1869.. . . .	2,000 00
<hr/>	
Total expenditure up to June 30, 1869.. . . .	\$2,589,532 85
Total expenditure for enlargement to	
March 31, 1907.. . . .	\$ 9,008,217 93
Expenditure from April 1, 1907, to	
March 31, 1908 .. . . .	203,307 25
<hr/>	
Total expenditure for enlargement to March 31, 1908..	9,211,525 18
<hr/>	
Total expenditure for construction and enlargement	
to March 31, 1908.. . . .	\$11,801,058 03

## CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles. No special work during the year.

## FARRAN'S POINT CANAL.

This canal commences at Farran's Point and extends a mile westward. The work of enlargement on this canal is completed.

The total expenditure for construction and enlargement	
up to March 31, 1907, is .. . . .	\$877,090 57
Expended during the year ended March 31, 1908.. . . .	Nil
<hr/>	
Total expenditure up to March 31, 1908.. . . .	\$877,090 57



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RAPIDE PLAT CANAL.

This canal extends from Morrisburg westward for a distance of 3½ miles.

A power plant is being constructed at the lock in the village of Morrisburg for manufacturing and lighting purposes.

The work of enlargement was completed on January 14, 1905.

Total expenditure up to March 31, 1907.. . . .	\$2,158,242 00
Expended during the year ended March 31, 1908.. . .	Nil
<hr/>	
Total expenditure up to March 31, 1908.. . . .	\$2,158,242 00

GALOPS CANAL.

The works of enlargement of both the Iroquois section and the Cardinal section of this canal are completed.

The work on the upper entrance section, for which Messrs. Murray & Cleveland are the contractors, is drawing to a close, and will, it is confidently expected, be completed during the current year.

Total expenditure on enlargement up to March 31, 1907.	\$6,006,626 92
Expended from March 31, 1907, to March 31, 1908.. . .	100,312 81
<hr/>	
Total expenditure up to March 31, 1908.. . . .	\$6,106,939 73

WELLAND CANAL.

The trunk line extends from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie, a distance of 26¾ miles.

IMPROVEMENTS AT PORT COLBORNE.

Messrs. Hogan & McDonell are the contractors for this work. The condition of the works may be described as follows:—

The contractors have made some progress with the excavation in the new harbour. Mr. M. J. Hogan, under his contract for ‘New Docking along West Pier,’ has made very good progress.

The contract was let to P. Lyall & Sons to build an 800,000 bushel elevator, work is practically completed.

Total expenditure up to March 31, 1907.. . . .	\$1,495,545 26
Expended from April 1, 1907, to March 31, 1908.. . . .	581,701 35
<hr/>	
Total expenditure up to March 31, 1908.. . . .	\$2,077,246 61

REMOVAL OF OBSTRUCTIONS AND IMPROVEMENTS.

The obstructions referred to are the pivot piers of the bridges in the centre of the canal. It is proposed each year, to tear down two or three of the old bridges and



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build new structures spanning the entire channel, until all the bridges have been rebuilt.

Nine of these bridges have been replaced with modern structures, giving a clear channel 100 feet in width.

Other improvements of various kinds have been carried out.

Total expenditure up to March 31, 1907.. . . .	\$ 656,464 21
Expended from March 31, 1907, to March 31, 1908.. . .	175 88
	<hr/>
Total expenditure up to March 31, 1908.. . . .	\$ 656,640 09

DEEPENING PORTIONS OF LONG LEVEL.

This work was executed by Magnann & Phinn.

This deepening will give 17 feet at normal level and 15 feet at extreme low water; the work is completed.

Total expenditure up to June 30, 1906.. . . .	\$ 492,288 76
Expended from June 30, 1906, to March 31, 1907.. . . .	61,516 73
	<hr/>
Total expenditure up to March 31, 1907.. . . .	\$ 553,805 49

*General.*

Total expenditure on original construction.. . . .	\$ 7,693,824 03
Expended on enlargement, including new Welland canal, to March 31, 1908.. . . .	20,388,805 83
	<hr/>
Total expenditure up to March 31, 1908.. . . .	\$28,082,629 86

ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

GALOPS RAPIDS CHANNEL.

Total expenditure up to March 31, 1907.. . . .	\$ 999,482 81
Expended from April 1, 1907, to March 31, 1908.. . . .	4,862 30
	<hr/>
Total expenditure up to March 31, 1908.. . . .	\$1,004,345 11

NORTH CHANNEL.

This channel is about  $2\frac{1}{3}$  miles in length, 300 feet wide, with 16 feet of water at low water.

It commences about one mile west of the upper entrance to the Galops canal, and runs in a direct line to deep water off Chimney Point.



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The work also comprises the building of dam from Adam's island to Galops (Ogden) island. These works were executed by the contractor, Mr. M. A. Cleveland.

Total expenditure up to March 31, 1907.. . . .	\$1,601,119 06
Expended from April 1, 1907, to March 31, 1908.. . .	40,500 00
	<hr/>
Total expenditure up to March 31, 1908.. . . .	\$1,641,619 06

## ST. LAWRENCE RIVER AND CANALS.

## REDUCING SHOALS WEST OF CORNWALL CANAL.

The contemplated improvement of the river channel west of the upper entrance of the Cornwall canal has been completed by the removal of the following five shoals:—

Wagner's Island shoal.

Dawson's Point.

Archibald's Point.

Markell's Point.

Maxwell's shoal.

The removal of these shoals to a depth of 17½ feet of water, has materially improved the channel. It has changed the direction of the current, which, instead of flowing in the direction of the Long Sault as heretofore, has taken a direct course towards the entrance of the canal, a deviation which greatly advantages the navigation of the channel.

Total expenditure on river reaches to March 31, 1907..\$	496,484 08
Expenditure April 1, 1907, to March 31, 1908.. . . .	9,897 90
	<hr/>
Total expenditure up to March 31, 1908.. . . .	\$ 506,381 98



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SUMMARY.

To summarize, I may state the cost of construction and enlargement of the canals and improvements to the river and lakes up to March 31, 1908, to be as follows, viz.:—

*Route from Montreal to Port Arthur.*

	Original Construction of Canals.	Enlargement of Canals.	Improvement to St. Lawrence River and Lakes.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lachine Canal.....	2,589,532 85	9,211,525 18		11,801,058 03
Lake St. Louis.....			298,176 11	298,176 11
Soulanges Canal.....	6,955,317 59			6,955,317 59
Lake St. Francis.....			75,906 71	75,906 71
Cornwall Canal.....	1,945,624 73	5,288,557 87		7,234,182 60
Williamsburg Canal.....	1,320,655 54	10,696 26		
Farran's Point Canal.....		877,090 57		
Rapide Plat Canal.....		2,158,242 00		10,473,624 10
Galops Canal.....		6,106,939 73		
Galops Rapids.....			1,012,459 58	1,012,459 58
St. Lawrence River and Reaches.....			711,238 93	711,238 93
North Channel.....			1,641,619 06	1,641,619 06
Murray Canal.....	1,248,820 26			1,248,820 26
Welland Canal.....	7,693,824 03	20,388,805 83		28,082,629 86
Sault Ste. Marie Canal.....	4,779,613 84			4,779,613 84
Total.....	26,533,388 84	44,041,857 44	3,739,400 39	4,314,646 67

If to the above total there is added the cost of the Beauharnois canal—\$1,636,690.26, not now required for navigation—the total expenditure is \$75,951,336.90.

*Route from Lachine to Ottawa.*

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Ste. Anne's Lock.....	134,456 51	1,935,759 12	1,170,215 63
Carillon and Grenville.....	63,053 64	4,119,039 32	4,182,092 96
Total.....	197,510 15	5,154,798 44	5,352,308 59

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

*Route from Ottawa to Kingston.*

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Rideau Canal.....	4,085,889 21		4,085,889 21
Tay Canal.....	489,599 23		489,599 23
Total.....	4,575,488 44		4,575,488 44



Route from St. John, P.Q., to Sorel.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Chambly Canal .....	637,056 76	157 90	637,214 66
St. Ours Lock .....	121,537 65	.....	121,537 65
Total .....	758,594 41	157 90	758,752 31

Route from Lake Ontario to Georgian Bay.

	Original Construction.	Enlargement.	Total.
	\$ cts.	cts.	\$ cts.
Trent Canal .....	5,773,664 71	.....	5,773,664 71
Total .....	5,773,664 71	.....	5,773,664 71

Route from Atlantic Ocean to Bras d'Or Lakes.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peter's Canal—Cape Breton .....	248,762 84	399,784 30	648,547 14
Total .....	248,762 84	399,784 30	648,547 14

The Culbute canal has been abandoned and the Beauharnois canal is no longer required for navigation purposes, but has to be maintained as a power canal.

The construction of these two canals cost:—

Culbute canal.. . . . .	\$ 382,776 46
Beauharnois canal.. . . . .	1,636,690 26
Total.. . . . .	\$ 2,019,466 72



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MAINTENANCE AND OPERATION.

LACHINE CANAL.

*Operation.*

An interruption occurred to the traffic through this canal during the season of 1907 of 34 hours.

*Maintenance.*

A very large amount of work was performed towards maintaining the canal in good order during the year.

The cost of repairs made during the year ended March 31, 1908, is as follows:—

Ordinary repairs under head of staff and repairs.. ....\$ 70,427 37

Special repairs under head of income:—

Rebuilding slope wall, St. Gabriel's basin		
No. 2.. . . . .	\$15,481 12	
Wall at Warehousing Co.'s basin No. 2....	17,662 75	
Rebuilding locks 1 and 2.. . . . .	7,489 65	
Spare lock gates.. . . . .	18,998 88	
Manny's gate protection bars.. . . . .	5,170 00	
Engineer's office, lock 2.. . . . .	870 81	
Repairs to lock No. 1.. . . . .	4,898 74	
To reimburse Lachine and Soulanges re-		
pairs, appropriations, leak at lock 1..	21,699 53	92,271 48
Total.. . . . .	\$ 162,698 85	

SOULANGES CANAL.

*Operation.*

The operation of this canal was conducted without interruption during the season of 1907. The cost of repairs made during the year ended March 31, 1908, is as follows:—

Ordinary repairs under head of staff and repairs.. ....\$ 35,687 61

Special repairs under head of income—

General repairs.. . . . .	5,200 00	
Total.. . . . .	\$ 40,887 61	

CORNWALL CANAL.

*Operation.*

No interruption occurred to the traffic through this canal during the season of 1907.



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The canal is well lighted by electricity, and the lock gates, valves, weirs and bridges have continued to be operated most successfully by electrical power.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$ 35,708 69
Special repairs under head of income—	
To make land plan and mark boundaries..	\$ 2,653 80
To rebuild river wharf at foot of canal....	1,444 13
To complete north bank above lock 21.. ..	6 00
To provide storage room for spare gates....	1,236 44
To fill in space old and new locks at foot of canal.. . . . .	5,930 46
	<hr/> 11,270 83
Total.. . . . .	<hr/> \$ 47,417 36

WILLIAMSBURG CANAL.

Operation.

No interruption occurred in the traffic through these canals during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs....	\$ 18,563 82
--	--------------

WELLAND CANAL.

Operation.

The removal of the pivot piers from the centre of the canal, which is being done by degrees, is a great benefit to navigation, and is much appreciated by the transportation companies using the canals. Navigation was interrupted for 48 hours.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staffs and repairs..	\$ 78,460 40
Special repairs under head of income—	
Repairs to foundation, locks 4 and 18....	\$ 6,999 15
Dredging in Port Dalhousie entrance.. ..	4,997 01
To build retaining wall in rock cut.....	70,000 00
To renew entrance piers at Port Maitland.	56,434 03
	<hr/> 138,430 19
	<hr/> \$ 216,890 59



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## SAULT STE. MARIE.

*Operation.*

No interruption to navigation occurred in this canal during the season.

*Maintenance.*

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs..\$ 23,206 00

## CHAMBLY CANAL.

*Operation.*

The operation of this canal was conducted without interruption during the season of 1907.

*Maintenance.*

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under head of staff and repairs.. .\$. 30,627 72

Special repairs under head of income—

Telephone line.. . . . .	\$ 799 94	
To strengthen banks.. . . . .	9,428 12	
To macadamize road west of canal.... .	4,167 23	
To macadamize tow-path.. . . . .	13,998 81	
General repairs.. . . . .	5,870 21	
		34,264 31
		<hr/>
		\$ 64,892 03

## ST. OURS LOCK.

*Operation.*

There was no interruption to navigation on this canal during the season of 1907.

*Maintenance.*

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs....\$ 2,121 43

Special repairs under head of income—

New boom piers and booms.. . . . .	\$ 2,071 37	
Manning's gate bars.. . . . .	1,267 42	
		3,338 79
		<hr/>
Total.... .		\$ 5,460 22



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ST. ANNE'S LOCK.

Operation.

There was no interruption to navigation on this lock during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs....	\$ 1,693 63
General repairs.....	1,199 82
Manning's gate bars.....	1,301 60
<hr/>	
Total.....	\$ 4,195 05

CARILLON AND GRENVILLE CANALS.

Operation.

There was no interruption to navigation on these canals during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs....	\$ 9,775 35
Special repairs under head of income—	
To macadamize road, Carillon canal.....	\$ 478 95
General repairs.....	908 40
<hr/>	
	1,387 35
<hr/>	
Total.....	\$ 11,162 70

BEAUHARNOIS CANAL.

Operation.

This canal is only being used by a few market boats and barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.

Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under head of staff and repairs..	\$ 13,019 76
Special repairs under head of income—	
Repairing leak in south bank.....	2,260 81
<hr/>	
	\$ 15,280 57



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## MURRAY CANAL.

*Operation.*

There was no interruption to navigation on this canal during the season of 1907.

*Maintenance.*

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs....	\$ 2,953 23
Special repairs under head of income—	
To rebuild piers with concrete, east end.. . . . .	37,334 70
	<hr/>
	\$ 40,287 93

## RIDEAU CANAL.

*Operation.*

There was an interruption to navigation on this canal during the season of 1907. of six days.

*Maintenance.*

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs....	\$ 55,090 45
Special repairs under head of income—	
To complete purchase of tug.. . . . .	\$ 7,270 23
To rebuild waste weir at Black Rapids.....	3,500 00
Improvements.. . . . .	3,000 00
Compensation for damages in connection with break in Poonamalie dam.....	12,132 80
To reimburse the united counties of Leeds and Grenville and the county of Lanark for outlay in connection with the rebuilding of bridge over the Rideau river at And- rewsville carried away by the breaking of the Poonamalie dam on the Rideau canal.. . . . .	1,000 00
Rebuilding apron below bulkhead at Hog's Back.. . . . .	16,000 00
	<hr/>
	42,903 03
	<hr/>
Total.. . . . .	\$ 97,993 48

## TRENT CANAL.

*Operation.*

There was no interruption to navigation on this canal during the season of 1907.



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Maintenance.

The cost of repairs during the year ended March 31, 1908, is as follows:—

Ordinary repairs under the head of staff and repairs....	\$ 33,382 94
Special repairs under the head of income—	
Trent improvements.....	\$33,493 49
Dam at Buckhorn.....	28,359 54
New boat for towing and inspection.....	19,062 50
Dam at Lovesick.....	9,994 23
To construct a road across McLaren's Creek..	1,991 43
	<hr/> 92,901 19
Total.....	<hr/> \$126,284 13

ST. PETER'S CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1907.

Maintenance.

The cost of repairs during the year ended March 31, 1908, as follows:—

Ordinary repairs under the head of staff and repairs..	\$ 942 64
--	-----------

CULBUTE CANAL.

This canal has been abandoned for navigation purposes.

SUMMARY.

Cost of maintenance and operation of the canal system	
for the year ended March 31, 1908.....	\$ 924,417 74
Net revenue of canals after deducting refunds.....	144,882 13
	<hr/>
Excess of cost of maintenance and operation over	
revenue.....	<hr/> \$ 779,535 61



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TABLE showing the dates of closing of the canals for the season of 1907.

Name of Canal.	Navigation opened 1907.	Navigation closed 1907.
Lachine.....	April 30.....	December 3
Soulanges.....	May 1.....	" 5
Cornwall.....	April 28.....	" 6
Farran's Point.....	" 29.....	" 6
Rapide Plat.....	" 29.....	" 6
Galops.....	" 29.....	" 6
Murray.....	" 15.....	" 5
Welland.....	" 15.....	" 15
Sault Ste. Marie.....	" 22.....	" 15
Grenville.....	May 1.....	November 30
Carillon.....	" 1.....	" 30
Ste. Anne's.....	April 22.....	" 30
Chambly.....	May 1.....	" 30
St. Ours.....	April 27.....	" 30
Rideau.....	May 1.....	" 29
{ At Ottawa.....	" 1.....	" 27
{ At Kingston.....	April 20.....	" 27
*Trent.....	May 27.....	" 30
Beauharnois.....	" 1.....	January 14, 1908
St. Peter's.....		

\* Navigation opened and closed on Trent Canal at various dates (see Superintendent's report).

GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.

RAILWAY SUBSIDIES.

The subsidies voted for railways, as stated in previous annual reports, are in such a form that it is not possible to show the amount of cash subsidy granted, as the amount of subsidy will, in many cases, be based upon the cost of each road. For this reason it is not possible to give the amount of each subsidy available; but, the amount paid will be shown in the statements in Parts 1 and 2, also the number of miles of railway for which subsidy is granted per mile, which was available, and the number of miles of railway built up to March 31, 1908, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to March 31, 1908, with the number of miles built.



CANAL STATISTICS.

COMPARATIVE Statement of tons of freight which passed through the canals in seasons of 1906 and 1907.

Name of Canal.	Season of 1906.	Season of 1907.	Number of trips of vessels passing through.	
			Season of 1906.	Season of 1907.
Welland Canal.....	1,201,967	1,614,132	1,536	1,982
St. Lawrence Canals.....	1,636,117	2,100,466	9,471	10,086
Chambly Canal.....	498,939	625,282	3,890	4,179
Ottawa River Canals.....	397,415	337,850	2,207	2,034
Rideau River Canal.....	82,159	82,369	5,867	6,356
St. Peter's Canal.....	76,327	73,167	1,418	1,337
Trent Canal.....	28,495	69,806	1,987	4,785
Murray Canal.....	27,727	52,402	761	1,053
Sault Ste. Marie Canal.....	6,574,039	15,588,165	5,680	6,349
Total .....	10,523,185	20,543,639	32,817	38,161



# RAILWAYS

LENGTHS OF THE GOVERNMENT RAILWAYS

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# CANALS

LENGTHS AND LOCATIONS OF THE DOMINION CANALS AND THE  
INTERMEDIATE WATERS.

WITH THE

DIMENSIONS OF LOCKS.

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# MAPS



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The Canadian Pacific Railway was opened for through traffic on June 28, 1886.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic ocean ports, namely, Point du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended March 31, 1908, was 1,448.62 miles, and for freight branches 43.34 miles, making a total of 1,491.96 miles.

The following are the through distances: —

	<i>Miles.</i>
Halifax to Montreal, via Lévis.. . . . .	837
St. John to Montreal, via Lévis.. . . . .	740
Sydney to Montreal, via Lévis.. . . . .	990
North Sydney to Montreal, via Lévis.. . . . .	983

Freight carried direct via St. Henri to Montreal, which would reduce each of the above distances by 3 miles.

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial Railway, to Windsor, a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	<i>Miles.</i>
Souris to Tignish.. . . . .	166
Mount Stewart to Georgetown.. . . . .	24
Charlottetown to Royalty Junction.. . . . .	5
Emerald Junction to Cape Traverse.. . . . .	13
Alberton to Cascumpec wharf.. . . . .	1
Charlottetown to Murray Harbour.. . . . .	52.3
Montague Junction to Montague.. . . . .	6.2
	<hr/>
	267.5
	<hr/>

Communication between the Prince Edward Island Railway and the Intercolonial Railway is afforded in summer by steamer between Summerside and Point du Chêne, between Charlottetown and Pictou and between Georgetown and Pictou, and in winter by specially built steamers between Georgetown and Pictou and between Charlottetown and Pictou. There is also further provision made for communication by ice boats between Cape Traverse on Prince Edward Island and Cape Tormentine on the mainland, a distance of about 9 miles, at which latter place connection is made with the New Brunswick and Prince Edward Island Railway, about 40 miles in length, connecting with the Intercolonial Railway at Sackville. This winter service across the Straits of Northumberland is efficiently worked by the Marine and Fisheries Department.



# CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers are as follows:—

*First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)*

	Miles.
1. Lachine Canal.. . . . .	8½
Lake St. Louis and River St. Lawrence.. . . . .	16
2. Soulanges Canal.. . . . .	14
Lake St. Francis and River St. Lawrence.. . . . .	33
3. Cornwall Canal.. . . . .	11
River St. Lawrence.. . . . .	5
4. Farran's Point Canal.. . . . .	1
River St. Lawrence.. . . . .	10
5. Rapide Plat Canal.. . . . .	3½
River St. Lawrence.. . . . .	4
6. Galops Canal.. . . . .	7½
River St. Lawrence and Lake Ontario.. . . . .	236
7. Welland Canal.. . . . .	26¾
Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie Canal.. . . . .	1½
Lake Superior to Port Arthur.. . . . .	266
Total .. . . . .	1,223¼
To Duluth.. . . . .	1,357
Chicago.. . . . .	1,286

*Second.—Ottawa to Lake Champlain.*

- 1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

*Third.—Ottawa to Kingston and Perth*

- 1. Rideau Canal.

*Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.*

- 1. Trent Canal (not completed).

*Fifth.—Ocean to the Bras d'Or Lakes.*

- 1. St. Peter's Canal.



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## RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826 the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869 this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influences ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.



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The improvement of the United States channels in St. Mary's river has been continued from year to year, so that the dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. Excavation has now been commenced to afford 21 feet at the lowest stage of water.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

Length of canal.. . . . .	8½ statute miles
Number of locks.. . . . .	5
Dimension of locks.. . . . .	270 feet by 45 feet
Total rise or lockage.. . . . .	45 feet
Depth of water on sills, at two locks.. . . . .	18 "
Depth of water on sills, at three locks.. . . . .	14 "
Average width of new canal.. . . . .	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Length of canal.. . . . .	14 statute miles
Number of locks—	
Lift .. . . . .	4
Guard.. . . . .	1
Dimensions of locks.. . . . .	280 feet by 45 feet
Total rise or lockage.. . . . .	84 feet
Depth of water on sills.. . . . .	15 "
Breadth of canal at bottom.. . . . .	100 "
Breadth of canal at water surface.. . . . .	164 "
Number of arc lights.. . . . .	219 of 2,000 c.p. each

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.



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From the head of the Lachine to the foot of the Soulanges the distance is sixteen miles.

CORNWALL CANAL.

Length of canal.. . . .	11 statute miles
Number of locks.. . . .	6
Dimension of locks.. . . .	270 feet by 45 feet
Total rise or lockage.. . . .	48 feet
Depth of water on sills.. . . .	14 “
Breadth of canal at bottom.. . . .	100 “
Breadth of canal at water surface.. . . .	164 “
Number of arc lights.. . . .	350

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis  $38\frac{3}{4}$  miles which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault Rapids from the town of Cornwall to Dickenson’s Landing.

WILLIAMSBURG CANALS.

The Farran’s Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN’S POINT CANAL.

Length of canal.. . . .	1 mile
Number of locks.. . . .	1
New lock.. . . .	800 feet by 45 feet
Old lock.. . . .	200 “
Total rise or lockage.. . . .	$3\frac{1}{2}$ feet
Depth of water on sills of new lock.. . . .	14 “
Depth of water on sills of old lock.... .	9 “
Breadth of canal at bottom.. . . .	90 “
Breadth of canal at water surface.. . . .	154 “

From the head of the Cornwall canal to the foot of Farran’s Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran’s Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.



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RAPIDE PLAT CANAL.

Length of canal.. . . . .	3 $\frac{2}{3}$ miles.
Number of locks.. . . . .	2
Dimensions of locks.. . . . .	270 feet by 45 feet
Total rise or lockage.. . . . .	11 $\frac{1}{2}$ feet
Depth of water on sills.. . . . .	14 "
Breadth of canal at bottom.. . . . .	80 "
Breadth of canal at water surface.. . . . .	152 "

The old lift-lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10 $\frac{1}{2}$  miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal.. . . . .	7 $\frac{1}{2}$ miles
Number of locks.. . . . .	3
Dimensions of locks, one of which is a guard-lock {	1-800 by 45 2-270 by 45
Total rise or lockage.. . . . .	15 $\frac{1}{2}$ feet
Depth of water on sills.. . . . .	14 "
Breadth of canal at bottom.. . . . .	80 "
Breadth of canal at surface of water.. . . . .	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4 $\frac{1}{2}$  miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Port Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers.. . . . .	5 $\frac{1}{8}$ miles
Breadth at bottom.. . . . .	80 feet
Breadth at water surface.. . . . .	120 "
Depth below lowest known lake level .. . . . .	11 "
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.



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WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged on New Line.
Length of canal. . . . .	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3).		2
Number of locks. {	guard..... 1	25
	lift..... 26	1
Dimensions. . . . .	270 feet x 45 feet.	
	{ 1 (tidal) 230 x 45	
	{ 1 lock 200 x 45	
	{ 1 lock 200 x 45	
	{ 24 locks 150 x 45	
Total rise or lockage. . . . .	326¾ feet	326¾ feet.
Depth of water on sills. . . . .	10¼ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—

Port Robinson Cut to River Welland. . . . .	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct. . . . .	300 feet.
Chippewa Cut to River Niagara. . . . .	1,020 feet.
Number of locks—one at Aqueduct and one at Port Robinson. . . . .	2
Dimensions of locks. . . . .	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland. . . . .	10 feet.
Depth of water on sills. . . . .	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal. . . . .	21 miles.
Number of locks. . . . .	2
Dimensions of locks. . . . .	{ 1 of 150 by 26½ feet.
	{ 1 of 200 by 45 feet.
Total rise or lockage. . . . .	7 to 8 feet.
Depth of water on sills. . . . .	9 feet.

PORT MAITLAND BRANCH.

Length of canal. . . . .	1¾ miles.
Number of locks. . . . .	1
Dimensions of locks. . . . .	185 feet by 45 feet.
Depth of water sills. . . . .	7½ feet.
Total rise or lockage. . . . .	11 feet.

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.



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From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of Canal, between the extreme ends of the entrance piers.. . . . .	5,967 feet.
Number of locks.. . . . .	1
Dimensions of locks.. . . . .	900 feet by 60 feet.
Depth of water on sills (at lowest known water level).. . . . .	20 feet 3 inches.
Total rise or lockage.. . . . .	18 feet.
Breadth of canal at bottom.. . . . .	141 feet 8 inches.
Breadth of surface of water.. . . . .	150 feet.

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's Lock.	Grenville Canal.
Carillon Canal.	Rideau Canal.

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Interme- diate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal .....	8½	.....
From Lachine to Ste. Anne's Lock .....	15	23
Ste. Anne's Lock and piers .....	15	23
Ste. Anne's Lock and Carillon Canal .....	27	50
The Carillon Canal.....	3	51
From Carillon to Grenville Canal.....	6¼	57
The Grenville Canal .....	5¾	63
From the Grenville Canal to entrance of Rideau Navigation .....	56	119
Rideau Navigation ending at Kingston .....	126¼	245



ST. ANNE’S LOCK.

	<i>New Lock.</i>	<i>Old Lock.</i>
Length of canal.. . . . .	$\frac{1}{8}$ mile	$\frac{1}{8}$ mile.
Number of locks.. . . . .	1	1
Dimensions of locks.. . . . .	200 x 45 feet.	190 x 45 feet.
Total rise or lockage.. . . . .	3 feet.	3 feet.
Depth on sills.. . . . .	9 “	6 “

This work, with guide piers above and below, surmounts the Ste. Anne’s rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal.. . . . .	$\frac{3}{4}$ mile.
Number of locks.. . . . .	2
Dimensions of locks.. . . . .	200 x 45 feet.
Total rise or lockage.. . . . .	16 feet.
Depth of water on sills.. . . . .	9 “
Breadth of canal at bottom.. . . . .	100 “
Breadth of canal at water surface.. . . . .	110 “

This canal overcomes the Carillon rapids.

From Ste. Anne’s lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal.. . . . .	5¾ miles.
Number of locks.. . . . .	5
Dimensions of locks.. . . . .	200 x 45 feet.
Total rise or lockage.. . . . .	43¾ feet.
Depth of water on sills.. . . . .	9 “
Breadth of canal at bottom.. . . . .	40 to 50 feet.
Breadth of canal at surface of water.. . . . .	50 to 80 feet.

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.



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Length of navigation waters.. . . . .	126½ miles.
Number of locks going from Ottawa to Kingston.	{ 33 ascending. 14 descending.
Total lockage.. . . . .457½..	{ 292½ rise and 165½ fall. } at high water.
Dimensions of locks.. . . . .	134 x 33 feet.
Depth of water on sills... . . . .	5 feet.
Navigation depth through the several reaches..	5 "
Breadth of canal reaches at bottom.. . . . .	{ 60 feet in earth. 54 feet in rock.

PERTH BRANCH.

Breadth of canal at surface of water.. . . . .	80 feet in earth.
Length of canal.. . . . .	7 miles.
Number of locks.. . . . .	2
Dimensions of locks.. . . . .	134 feet x 33 feet.
Total rise or lockage.. . . . .	26 "
Depth of water on sills.. . . . .	5 " 6 inches.
Length of dam.. . . . .	200 "
Breadth of canal at surface of water... . . . .	40 "
Breadth of canal at surface of water.. . . . .	{ 40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolf lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Opinicon.

Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.



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RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and down the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Interme- diate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours Lock.....	14	14
St. Ours Lock to Chambly Canal.....	32	46
Chambly Canal.....	12	58
Chambly Canal to boundary line.....	23	81
Boundary line to Champlain Canal....	111	192
Champlain Canal to junction with Erie Canal .....	66	258
Erie Canal from junction to Albany.....	7	265
Albany to New York.....	146	411

ST. OURS LOCK AND DAM.

Length.. . . . .	$\frac{1}{8}$ mile
Number of locks.. . . . .	1
Dimensions of locks.. . . . .	200 feet by 45 feet.
Total rise or lockage.. . . . .	5 feet.
Depth of water on sills.. . . . .	7 feet.
Length of dam in eastern channel.. . . . .	300 feet.
Length of dam in western channel.. . . . .	690 feet.

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.



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## CHAMBLY CANAL.

Length of canal.. . . . .	12 miles.
Number of locks.. . . . .	9

Dimensions of locks:—

Guard lock No. 1 at St. Johns.. . . . .	122 feet.	} From 22½ to 24 feet wide.
Lift lock, No. 2.. . . . .	124 "	
"          3, 4, 5, 6.. . . . .	118 "	
"          7, 8, 9 combined.. . . . .	125 "	
Total rise or lockage.. . . . .	74 "	
Depth of water on sills.. . . . .	7 "	
Breadth of canal at bottom.. . . . .	36 "	
Breadth of canal at surface of water.. . . . .	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

## TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence across Lake Simcoe to the Severn river; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred . By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.



The following tables gives the distance of navigable and unnavigable reaches:—

	Navigable. Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Mile rapids	—	9
Nine Mile rapids to Percy landing.. . . .	19½	—
Percy landing to Heeley's Falls dam.. . . .	—	14½
Heeley's Falls dam to Peterborough.. . . .	51¾	—
Peterborough to Lakefield.. . . . .	—	9½
Lakefield to a point across Balsam lake.. . .	61	—
Balsam lake to Lake Simcoe.. . . . .	—	18¾
Across Lake Simcoe to Severn river.. . . .	18	—
Lake Simcoe to Georgian bay via Severn river..	—	14
	150¼	65¾
Total distance, Bay of Quinté to Georgian bay.. . . .		212
From Sturgeon Point on Sturgeon lake, 48¾ miles from Lake- field, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.. . . . .		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon Falls and Rosedale; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 10 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Miles rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.



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The following is a list of the locks, with their dimensions:—

1	Lock at Rosedale, 100' x 30' x 4' 6" to 6' 6" depth water on mitre sill.
2	Locks at Fenelon...134' x 33' x 5' 0" to 7' 6" depth of water on mitre sill.
1	" Lindsay...134' x 33' x 5' 0" to 7' 0" " "
1	" Bobcaygeon..134' x 33' x 5' 8" to 7' 6" " "
1	" Buckhorn..134' x 33' x 5' 0" to 9' 0" " "
1	" Lovesick..134' x 33' x 5' 0" to 9' 4" " "
2	" Burleigh..134' x 33' x 6' 0" to 8' 0" " "
1	" Young's Point..134' x 33' x 5' 0" to 14' 0" depth of water on mitre sill .
6	" Peterborough 134' x 33' x 5' 0" to 10' 0" depth of water on mitre sill.
1	" Little Lake—Lakefield.
1	" Chisholm's..134' x 33' x 5' 0" to 8' 6" " "
1	" Hastings ..134' x 33' x 7' 0" to 10' 6" " "
5	" Balsam Lake.
1	Hydraulic lift lock at Ashburnham.
1	" " Kirkfield.

—  
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## ST. PETER'S CANAL, CAPE BRETON.

Length of canal.. . . . .	About 2,400 feet.
Breadth at water line.. . . . .	55 feet.
Lock.. . . . .	1 tidal lock, 4 pairs of gates.
Dimensions.. . . . .	200 feet by 48 feet.
Depth of water on sills.. . . . .	18 feet at lowest water.
Depth through canal.. . . . .	19 feet.
Extreme rise and fall of tide in St Peter's bay..	4 feet.

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

## BEAUHARNOIS CANAL.

Length of canal.. . . . .	12 statute miles.
Number of locks.. . . . .	9
Dimensions of locks.. . . . .	200 feet by 45 feet.
Total rise or lockage.. . . . .	82½ feet.
Depth of water on sills.. . . . .	9 "
Breadth of canal at bottom.. . . . .	80 "
Breadth of canal at water surface.. . . . .	120 "



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As the new Soulanges canal is now opened for navigation the Beauharnois canal is practically abandoned for navigation purposes.

I have the honour to be, sir,

Your obedient servant,

M. J. BUTLER,

Deputy Minister and Chief Engineer of Railways and Canals.

The Honourable GEO. P. GRAHAM,

Minister of Railways and Canals.



## SESSIONAL PAPER No. 20

MONCTON, N.B., June 30, 1908.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended March 31, 1908.

I inclose the report of the chief engineer on the works charged to capital account, the report of the engineer of maintenance on the repair and renewal of the permanent way, buildings and works, and the report of the superintendent of motive power and of the mechanical accountant, with the statements relating to the mechanical department; also the following statements of the accounts of the railway prepared by the comptroller:—

1. Capital account.
2. Revenue.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Conducting transportation.
6. General expenses.
7. General stores.
8. General balance.
9. Statement of averages.

The length of railway in operation during the year was the same as last year—1,448·62 miles. Of the total above mileage 17·43 miles are double track.

## CAPITAL ACCOUNT.

The cost of road and equipment on March 31, 1907 was..\$82,744,937 89

The additions during the year were as follows:—

Amherst—Improvements at.. . . . .	33,937 57
Antigonish—Increased accommodation at.. . . . .	9,961 20
Campbellton—Improvements at.. . . . .	15,009 86
Chaudière Junction—Engine house, &c.. . . . .	66,314 31
Dalhousie—Extension of wharf.. . . . .	15,000 00
Drummondville—Improvements at.. . . . .	11,881 76
Glengarry—Water tank and reservoir.. . . . .	7,057 42
Halifax—To increase accommodation at.. . . . .	519,951 96
Halifax—To dredge and blast rock at deep water terminus.. . . . .	4,234 39
Indiantown to Blackville—To put railway into condition for operation.. . . . .	35,855 88
Lévis—Princess pier, addition to.. . . . .	1,363 57
Mitchell—Diversion of line at.. . . . .	1,397 91
Mulgrave—Improvements at.. . . . .	39,641 40
Newcastle—Improvements at.. . . . .	5,725 77
New Glasgow—Increased accommodation at.. . . . .	13,954 78
North Sydney Junction—Improvements at.. . . . .	4,490 05
Pictou—To increase accommodation at.. . . . .	45,138 64
Pirate Harbour—Water service.. . . . .	6,045 36
Rivière du Loup—Engine house, machine shop, &c., at.. . . . .	8,675 11
Sackville—Improvements at.. . . . .	58,344 49
Springhill Junction—Increased accommodation at.. . . . .	8,154 75



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Stellarton—To increase accommodation at.. . . . .	5,336 45
Sydney—To increase accommodation at.. . . . .	3,316 52
Sydney Mines—Extension to.. . . . .	48,993 29
St. Alexis—Improvements at.. . . . .	860 92
Ste. Flavie—To increase accommodation at.. . . . .	15,198 10
St. John—Increased accommodation at.. . . . .	48,973 10
Ste. Rosalie—Improvements at.. . . . .	75,992 45
Truro—To increase accommodation at.. . . . .	86,594 94
Windsor, N.S.—Improvements at.. . . . .	2,849 06
Locomotive and car shops and equipment and land purchase at Moncton.. . . . .	645,598 31
New machinery for locomotive and car shops.. . . .	85,864 51
Additional sidings along the line.. . . . .	27,196 76
Air compressors and reservoirs.. . . . .	5,356 84
Construction—Original.. . . . .	79 52
Double tracking parts of line.. . . . .	89,799 09
Improving grades on the line.. . . . .	3,950 49
Increased accommodation and facilities along the line..	61,731 67
New turn-tables.. . . . .	15,304 90
Pintsch gas apparatus.. . . . .	8,217 75
Strengthening bridges.. . . . .	245,165 85
Telegraph line—To improve.. . . . .	24,498 23
Water service—To increase.. . . . .	54,330 17
Air-brake equipment.. . . . .	11,559 79
Air-brakes to freight cars.. . . . .	20,964 62
Ballast plough and unloader.. . . . .	6,500 00
Freight cars—to exchange drawbars.. . . . .	1,900 00
Rolling stock.. . . . .	1,850,462 00
Side ladders on box cars—To provide.. . . . .	4,762 50
Purchase of Canadian Eastern Railway.. . . . .	19,000 00
	<hr/>
	\$ 4,382,494 01

Making the total on March 31, 1908.. . . . .

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\$87,127,431 90

*New machinery for locomotive and car shops—*

This is for additional machinery for the construction and repair of locomotives and cars, and for the installation of it.

*Air compressors and reservoirs—*

These were required in connection with the repair shops.

*Air-brake equipment—*

Twenty-five locomotives were fitted with improved air-brake equipment to bring them up to the standard, and fifty were fitted with straight air-brake. One hundred locomotives were fitted with ‘Elvin’ driving box lubricators.

*Air-brakes to freight cars—*

One hundred and ten freight cars and ten snow ploughs were equipped during the year with Westinghouse automatic quick action air-brakes.

*Freight cars—to exchange drawbars—*

Thirty-eight freight cars were changed from the link and pin drawbar to the M.C.B. coupler.



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*Rolling stock—*

Six locomotives of the Pacific type for passenger service, ten locomotives of the consolidation type for freight service, four steam motor cars for passenger service, six hundred and twenty-eight box freight, thirty-one refrigerator, three hundred and ten platform, eighty-five hopper, twenty-five stock, and seventy Hart convertible dump cars were purchased, and one double end snow plough was built

*Side ladders on box cars—*

One thousand nine hundred and five box freight cars were provided with side ladders, two to each car.

*Purchase of Canada Eastern Railway—*

This is to pay for the Canada wharf at Chatham purchased from W B. Snowball and R. A. Snowball.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings.. . . . .	\$ 9,173,558 80
Working expenses.. . . . .	9,157,435 53
	<hr/>
Surplus.. . . . .	\$ 16,123 27
	<hr/>

The gross earnings compare as follows with those of the corresponding twelve months, April 1, 1906, to March 31, 1907:—

In 1907-8.. . . . .	\$ 9,173,558 80
In 1906-7.. . . . .	8,305,985 69
	<hr/>
Increase.. . . . .	\$ 867,573 11
	<hr/>

The earnings from passenger traffic compare as follows:—

In 1907-8.. . . . .	\$ 2,711,416 98
In 1906-7.. . . . .	2,542,432 38
	<hr/>
Increase.. . . . .	\$ 168,984 60
	<hr/>

The earnings from freight traffic compare as follows:—

In 1907-8.. . . . .	\$ 6,054,493 55
In 1906-7.. . . . .	5,418,106 76
	<hr/>
Increase.. . . . .	\$ 636,386 79
	<hr/>

The earnings from mails and express freight compare as follows:—

In 1907-8.. . . . .	\$ 407,648 37
In 1906-7.. . . . .	345,446 55
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Increase.. . . . .	62,201 82
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The earnings by mile of railway compare as follows:—

In 1907-8.. . . .	\$ 6,332 62
In 1906-7.. . . .	5,739 07

The earnings by train mile compare as follows:—

In 1907-8.. . . .	\$ 1 25
In 1906-7.. . . .	1 22

The number of passengers carried compare as follows:—

In 1907-8.. . . .	2,789,371
In 1906-7.. . . .	2,686,448
Increase.. . . .	102,923

There was an increase of 160,394 in the number of local passengers, and a decrease of 57,471 in the number of through passengers.

The weight of freight carried compares as follows:—

	Tons.
In 1907-8.. . . .	4,134,046
In 1906-7.. . . .	3,474,289
Increase.. . . .	659,775

There was an increase in local freight of 564,334 tons and an increase in through freight of 95,441 tons.

WORKING EXPENSES.

The working expenses for the year compare as follows with those of the corresponding twelve months April 1, 1906, to March 31, 1907:—

In 1907-8.. . . .	\$ 9,157,435 53 .
In 1906-7.. . . .	7,856,312 37
Increase.. . . .	\$ 1,301,123 16

The averages compare with those of last year as follows:—

<i>Per mile run by engines—</i>	<i>Cents.</i>
In 1907-8.. . . .	92·85
In 1906-7.. . . .	86·17

*Per mile run by trains—*

In 1907-8.. . . .	\$ 1 25
In 1906-7.. . . .	1 15

*Working expenses per mile of railway—*

In 1907-8.. . . .	\$ 6,321 48
In 1906-7.. . . .	5,428 36



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The rent paid to the Grand Trunk Railway Company, \$140,000, is included in the above in order to establish a comparison between the two years.

The permanent way and structures and all works of the railway received necessary repairs and are in good order.

During the year 558,436 ordinary ties and 361 sets of switch ties were put in. 92.00 miles of track were reballasted, 121,257 cubic yards of ballast being used. 3.74 miles of additional sidings were provided at various points. Bridges, culverts, wharfs and buildings received necessary repairs. The fences were repaired and 66.19 miles of fences were built. The snow sheds and snow fences were repaired.

The rolling stock received necessary repairs, and its general condition is good with the exceptions mentioned in the report of the superintendent of motive power.

One first-class sleeping car, one dining car, two postal and smoking cars, two express and baggage cars, one hundred box freight cars, one hundred platform cars, three refrigerator cars, ninety-two hopper cars, nine stock cars and eight vans were purchased; four locomotives, two box freight cars, twenty-five platform cars, two oil tank cars and one hopper car were built in the workshops of the railway, all to replace an equal number taken out of service. The locomotives, the platform, refrigerator, hopper and stock and sixty-nine of the box cars were of greater capacity than the ones they replaced.

STORES.

The value of stores purchased was.. . . . .	\$ 3,459,903 58
The value of stores used was.. . . . .	3,848,831 19
The value of material sold was.. . . . .	182,028 96

The value of stores on hand at the end of the year was:—

Miscellaneous.....	\$ 421,225 64
Fuel.....	79,103 55
Roadway and bridge material.....	865,606 45
Total.....	\$ 1,365,935 64

GENERAL.

The winter of 1907-8 was comparatively mild and little delay was experienced from snow storms.

On October 31, 1907, the freight house at Campbellton with its entire contents were destroyed by fire.

The employees of the railway had been asking for some time that a pension fund should be established in connection with the railway, applicable to all the permanent employees. The proposition was approved by the Railway Department and an Act of Parliament was passed authorizing the establishment of such a fund. This Act went into effect on the 1st of April, 1907. The Act is called the Intercolonial and Prince Edward Island Railways Employees' Provident Fund Act.

The fund established under this Act is formed of contributions by the employees and by the railways; one and one-half per cent being deducted monthly for this purpose from the salary and wages of all employees, and an equal amount being contributed monthly by the railways. The fund is vested in and belongs to His Majesty and interest is allowed on it at the rate of three per cent per annum, which interest is added to and forms part of the fund. The fund is administered by the Minister of Railways and Canals through a board consisting of five persons, one of whom is the general manager of government railways, two are appointed from time to time by the



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minister from among the chief officers of the railways, and the other two are elected by the employees contributing to the fund.

During the fiscal year the contribution of the employees	
amounted to.. . . . .	\$ 82,707 74
The contribution by the railway amounted to.. . . .	82,707 74
	<hr/>
A total of.. . . . .	\$ 165,415 48
The total expenditure was.. . . . .	27,760 63
	<hr/>
Leaving a balance of.. . . . .	\$ 137,654 85
To which is to be added the interest.. . . . .	1,594 36
	<hr/>
Making a total amount to the credit of the fund on the	
31st of March, 1908.. . . . .	\$ 139,249 21
	<hr/>

In connection with the balance at the credit of the fund, it may be stated that the calculations which were made at the time the provident fund scheme was being prepared, showed that the expenditure for the first few years would be much below the receipts, but that in subsequent years the expenditure would increase rapidly.

During the year that the fund has been in operation one hundred and forty-two employees were retired and placed upon the fund. Of this number eleven have died, leaving one hundred and thirty-one persons on the list receiving an allowance from the fund at the end of the fiscal year. Almost all the employees who have been retired and granted an allowance are pleased with the arrangement, and in many cases they have expressed their appreciation. Many of these who have given long and faithful service would have suffered hardship in their old age if it had not been for the establishment of the fund. The railways have also been benefited by the operation of the Act, as a considerable number of employees who, on account of old age or disability were unable to perform their duties efficiently, have retired from the service.

I have the honour to be, sir.

Your obedient servant,

D. POTTINGER,

*General Manager Government Railways.*

M. J. BUTLER, Esq., C.E.,  
Deputy Minister and Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

## INTERCOLONIAL RAILWAY.

### OFFICE OF THE CHIEF ENGINEER.

MONCTON, N. B., June 4, 1908.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1908:—

#### *To strengthen bridges—*

A new steel bridge was erected at Boiestown, N.B.; 6 deck plate girder spans (3 new spans 75 feet long and 3 old spans 56 feet long, which were taken out of Bedford bridge), new masonry and approaches were built, and new floor provided.

The steel work for bridges was delivered and erected during the year as follows:—

Doaktown, 3 spans, riveted camel-back skew trusses (1 span 164 feet one-half inches long, 1 span 160 feet 8½ inches long and 1 span 161 feet 9 inches long).



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Stewiacke, 2 deck spans (1 span 84 feet 6 inches long and 1 span 94 feet 6 inches long).

Bic, 1 span, 108 feet 8 inches through plate girder.

Isle Verte, 2 deck plate girder spans (1 span 106 feet 10½ inches and 1 span 101 feet 3¾ inches).

Boyer River, 2 spans 89 feet 3 inches, deck plate girders.

St. Henri, 6, 90 to 93 feet, deck plate girder spans.

Truro, 8, 21 foot, deck plate spans.

The alterations to the masonry of abutments and piers for these bridges and new floors are under way and will be completed early in fiscal year 1908-9.

Contracts are let, and the steel work is being delivered, for bridges at Harbour au Bouche, Brierly Brook, Bear Brook, Thompson, Dorchester (3), Humphrey's, Halls Creek, Anagance, Model Farm, Rothesay (2), Union street (Moncton, N.B.), Bathurst, St. Octave (2), Kempt (2), Cedar Hall (3), Amqui (2), Causapsal (5), Beau Rivage (2), Assametquaghan (3), Mill Stream (2), St. Alexis (3), Matapedia, Moffats, Trois Saumons, Hadlow, St. Romuald (10), Musquash, Pomquet, Sylvester, Lyon's Brook, Meadowville (3), River John, Mount Uniacke (2), New Newport (3), Pine Tree, Upper Cross creek, and Milner's overhead bridge.

Plans and specifications were prepared, tenders called and contract let for concrete bridge masonry in connection with Pine Tree bridge.

Hard pine required for new floors and cement for masonry in connection with these bridges were ordered and will be delivered on the ground early next year.

*Diversion of line at Mitchell—*

The work in connection with this diversion has been completed.

*Engine house &c., Chaudière Junction—*

Plans and specifications were prepared, tenders called and contracts let for an addition to the existing engine house, stores and office building and a train service building. The work in connection with these contracts was completed.

Plans and specifications were also prepared, tenders called and contracts let for coaling pockets, cinder pit and sand house. The work of construction is well advanced.

Considerable grading was done, and 3,271 additional feet of tracks were put in the new yard.

Improvements were made to the water service.

*To increase accommodation at Ste. Flavie—*

Plans and specifications were prepared, tenders called and contract let for freight shed, oil house, coaling pockets, switchman's shanty, car inspector's building, car cleaner's building and cinder pit. The work in connection with this contract is well advanced and will be completed in fiscal year 1908-9.

*Improvements at Sackville—*

The stone passenger station and water system, for which the contracts were let last year, were completed.

Plans and specifications were prepared and tenders called for a new freight shed. The contract has not yet been awarded.

4.49 acres of land were purchased for additional yard room and site for new freight shed.

Plans and specifications were prepared and tenders called for a concrete platform.

*Improvements at Campbellton—*

The pipe line for the new water service, for which the contract was let last year, was completed.



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An air compressor and ash pit were provided.

A travelling locomotive crane was also provided for handling coal and cinders. 1,086 feet of siding were laid.

*Improvements at Ste. Rosalie—*

Plans and specifications were prepared, tenders called and a contract let for a four-stall engine house, stores and office building, and a standard 50,000 gallon water tank. The work in connection with this contract is practically completed, with the exception of the water tank.

13.84 acres of land were purchased and fenced for site of buildings and new yard. A steam pump, a 150 H.P. boiler, and a quantity of pipe were delivered on the ground for use in connection with the water service. Pipe and fittings required for installing heating plant in engine house were supplied. A large amount of grading was done in the new yard and 10,590 feet of track laid.

*Improvements at Amherst—*

Plans and specifications were prepared, tenders called and a contract let for a stone passenger station and baggage room. The work of construction is well advanced.

The old baggage building was moved to clear the site for new station.

Land was purchased to extend the yard.

Plans and specifications were prepared and tenders called for concrete platform.

Additional loading platform was provided.

*New machinery for locomotive and car shops—*

For details see report of G. R. Joughins, superintendent of motive power.

*To increase accommodation at Halifax—*

During the year there was removed 59,967 cubic yards of material on the west side of Water street, the principal part of which was solid rock and very difficult to remove. The class of material removed made blasting necessary for practically the whole of it. Great care had to be exercised in this work on account of the close proximity of houses to the rear line of the property. The excavation for the yard is now practically completed, except for the removal of about 4,000 cubic yards of material which was left in the bottom where the street sewers were cut off by the excavation, and in the first jog on the rear line south of North street, where the car cleaners' buildings, &c., are to be situated. Along the rear line of the yard 1,100 lineal feet of concrete retaining wall, averaging about 15 feet in height, has been built. The filling behind this wall has been completed and necessary provision made for taking care of the drainage from the street sewers, as well as from the private drains cut off by the excavation for the yard.

During the year North street station yard has been graded, paved with scoria blocks with concrete base, a new retaining wall built along North street in front of the station and the old wall between the station yard and the I.C.R. power house raised to suit the new grading. Provision has been made for the erection of a steel fence on the new wall and ample drainage facilities provided for the yard.

At Richmond, N.S., 86 lineal feet of 30-inch concrete pipe sewer has been laid to extend the brick sewer across the dock to pier No. 7, this being necessary on account of the filling being done at this place with material removed from the new yard at Water street.

Poles have been erected and wires run for the lighting of the new yard at Kempt road from the I.C.R. power house at North street, via the I.C.R. right of way, to Young street, thence via Young street, Campbell road, Kaye street and West Young street to the new yard.



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At the Kempt yard practically all the excavation for the yard with the exception of about 1,000 cubic yards has been removed. Some filling is still necessary to complete the grading of the yard. A concrete pipe sewer has been constructed for the drainage of the yard. The principal part of the sewer excavation was solid rock.

Under the contract for the erection of a freight car repair shop and planing mill at the new Kempt yard, the concrete foundation up to the bottom of the window sills, together with the concrete heating conduits of both these buildings has been completed. The floors of both are also practically completed. In the former the brick walls with window frames in place have been erected up to the roof line. In the latter the steel structures of the walls have been erected. The remainder of the steel for both buildings is on the site.

Under the contract for the erection of a stores building and oil house at the new Kempt yard, the foundation up to the bottom of the window sills of both of these buildings is completed. The steel structure of both is practically completed. The brick work of the oil house, with window frames in place, are completed to the roof line. The concrete lintels, window sills, &c., are made and ready to be put in place.

The 125 feet x 6½ feet steel concrete chimney for the annex of the engine house has been completed.

Under the contract for the erection and completion of a 36-stall engine house at the Kempt yard, the annex of the engine house has been practically completed externally. But little has been as yet done towards the erection of the engine house proper. The fire walls, piers, &c., of one section adjoining the annex have been built, and the columns to support the roof of this section have been erected. The contractor has nearly all the steel and iron structure on the site, and the greater part of it is painted and ready for erection. He has also delivered during the year practically all the hard pine roofing, &c.

A travelling locomotive crane was provided for handling coal and cinders.

Plans and specifications were prepared and contracts let for store-house, oil-house, cinder pit, sand-house, car cleaners' building, fitters and carpenter shop and an 80,000 gallon water tank. The work of construction in connection with these contracts is going on.

*Rolling stock—*

For details of this appropriation see report of G. R. Joughins, superintendent of motive power.

*To improve telegraph line—*

Improvements were made to the telegraph line between Fredericton and Loggieville and the line extending to Nelson station.

Improvements were made to the telegraph service between Moncton and Ottawa, to facilitate government business by providing an additional wire. The work was done by contract.

*Increased accommodation and facilities along the line—*

The following work was done under this appropriation:—

New Mills.—A baggage room was provided.

Eel River.—A baggage room and coal house were provided.

Marshy Hope.—A bay window was put in the existing station.

Black Lands.—A shelter and platform were provided.

Valley.—A bay window was put in the existing station.

North River.—A loading platform was built.

Westville.—2 electric semaphores were installed.

Chatham Junction.—2 electric semaphores were installed.



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Villeroy—1 electric semaphore was installed.

North Sydney Junction—1 electric semaphore was installed.

Fredericton.—1 electric semaphore was installed.

Canaan.—Water was put in the station.

Cedar Hall.—Plans and specifications were prepared, tenders called and contract let for a new station, an extension to the existing freight shed and for remodeling the existing station for a dwelling for the agent.

Milnikek.—A new station was provided.

Fencing portions of line.—10,597 rods of wire fence were erected on the Canada Eastern, 188 rods between Ste. Flavie and Rivière du Loup.

Lansdowne.—A loading platform was provided.

Millerton.—A dwelling was provided for the I.C.R. agent.

St. Eugene.—The existing freight shed was enlarged.

St. Octave.—A cattle pen and W.C. were provided.

Debert.—The freight room in the station was converted into a waiting room.

Shediac.—The old station was moved and joined to the existing freight shed. A concrete platform was also provided.

Sayabec.—The waiting room in the station was enlarged.

Hansford.—A shelter and platform were provided.

Blackville.—A coal house, oil and baggage room were provided.

Black River Road.—A new station was built.

Graham's Siding.—A platform was provided.

St. Alexander.—The station was remodelled.

Woodburn.—A coal house was provided.

Arnold's Brook.—A new siding was put in.

Milford.—.50 acres of land was purchased.

Enfield.—.533 acres of land was purchased.

Lochbroom.—A new siding was put in.

Riversdale.—A dwelling for the agent was provided.

Pugwash Junction.—A 'Y' was put in.

Salmon Lake.—A new freight shed was built.

North Sydney.—The office in the freight shed was extended.

Point du Chêne.—A shelter was provided.

Hand car houses.—10 were built on the Canada Eastern.

Bathurst.—A baggage and oil house were provided.

Petite Roche.—A baggage room was provided.

Derby Junction.—A loading platform was built.

Dalhousie Junction.—A coal house, oil and baggage room were provided.

Flat Lands.—A coal house provided.

Cross Creek.—A coal and oil house were provided.

St. Anaclet.—A cattle pen and platform were provided.

#### *Increased accommodation at Sydney—*

The concrete platform in connection with the new station was completed.

Plans and specifications were prepared and tenders called to raise the Dominion Iron and Steel Company's overhead bridge and trestle to make it the required height above the I.C.R.

#### *Extension to Sydney Mines—*

The contract let last year for a station and freight shed was completed, all except the station platform. A loading platform was also provided.

Considerable grading in the new yard at Sydney Mines was done.

#### *To increased accommodation at St. John—*

Work was done in connection with the Stanley and Wall street bridges, and they will be completed in fiscal year 1908-9.



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29,060 square feet of land was purchased in connection with the approach to Stanley street bridge.

One electric semaphore was installed; a second track was laid and ballasted from the station to Jardine's Brook.

15,033 lineal feet of track, including the double tracking of the main line, were laid into the yard.

Plans and specifications were prepared, tenders called and a contract let for a flour shed and loading platform. The work in connection with this contract was completed.

A new yard office and switchman's shanty were provided.

A pole line between the round house and station to be used in connection with the new electric light system was erected.

A plant for heating cars was installed.

Plans and specifications were prepared, tenders called and contracts let for a car cleaner's building, sand-house and a set of 14 coal pockets. The construction of these buildings is going on.

*Increased accommodation at Antigonish—*

A new pipe line and 2 water columns in connection with the water service was provided.

Considerable grading was done in the yard and the main line was raised 2 feet.

Plans and specifications were prepared and tenders called for a concrete platform.

Two electric semaphores were installed.

*Improvements at Mulgrave—*

Plans and specifications were prepared, tenders called and a contract let for an extension to the shore side of dock. The work was completed.

Plans and specifications were prepared, tenders called and a contract let for filling in the jog in the existing wharf. The work in connection with this contract will commence early in 1908-9.

Plans and specifications for a coal shed and trestle were prepared and tenders will be asked shortly.

An extension to the existing freight shed was provided.

A fish house on the wharf to facilitate the handling of fresh fish was provided.

*Increased accommodation at Truro—*

A stores and office building was erected.

Plans and specifications were prepared, tenders called and contracts let for a car cleaner's building, sand-house, the diversion of Leper brook and two plate girder bridges in connection with the new interchange yard.

Eight 21-foot deck plate girder spans across Leper brook, on the main line going to Pictou, were delivered by the Hamilton Bridge Works Company.

The old engine house was torn down and sidings laid on the site for additional yard room.

4.47 acres of land in connection with the improvements to the yard were purchased.

Improvements were made to the water service and the 80,000 gallon water tank completed.

Considerable grading was done in the yard and 3,554 lineal feet of track laid and ballasted.

*To put railway between Indiantown and Blackville into condition for operation—*

The work in connection with putting the line between Blackville and Indiantown into condition for operation was carried on during the year.



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One bridge (75-foot span), with concrete abutments, and one roadway crossing (30-foot span), with concrete abutments, were completed. Two trestles were filled up and one abutment for road crossing at Renous bridge; a span was also placed over Bartholomew river, 106 feet long.

*Locomotive and car shops and land purchase and equipment at Moncton—*

The work at the new shops has been progressing favourably during the past year. The freight car repair shop, with the exception of hanging doors, is completed.

The passenger car repair shop, with the exception of doors and floors, is completed.

The passenger car paint shop, with the exception of doors, floors, windows and tar and gravel roofing, is completed.

The stores and office building up to the first floor is completed.

The planing mill, except the doors and part of the flooring, is completed.

The construction of the locomotive shops is well advanced.

The foundations are all in; the steel work, except for the boiler house, is all erected.

The walls, roof, windows and sashes for the machine shop and tool room are all completed. Also a portion of the machine shop roof is completed.

The work in connection with the power house, transformer, shelter and dry kiln is well advanced.

Contracts were let during the year for electrical equipment, electric transfer table and heating plant.

Quite a large quantity of machinery for the locomotive shops has been delivered and stored in readiness for use when the shops are completed.

The maintenance department had a steam shovel and crew of men employed during last summer in grading and track-laying in the new yard.

*Glengarry water supply and reservoir—*

The work in connection with this water supply was completed.

*Increased accommodation at Pictou—*

The filling, grading, track-laying and sea-wall in connection with the new yard were completed. 3,708 lineal feet of additional tracks were laid.

A heating plant and electric lights were installed in the new engine house.

The water service was extended, a new tank built and a pump provided for the tank.

Plans and specifications were prepared, tenders called and a contract let for a car cleaner's building.

*Additional sidings and spur lines—*

St. Leonard—Siding extended 300 feet.

Fort Lawrence—New siding, 850 feet.

Little Metis—New siding, 1,547 feet.

Causapscal—New siding, 652 feet.

St. Jean Chrysostôme—New siding, 1,977 feet.

Fredericton—New siding, 1,475½ feet.

Dorchester—New siding, 1,943 feet.

Sayabec—New siding, 1,993 feet.

Carroll's—Siding extended 552 feet.

Cap St. Ignace—Siding extended 300 feet.

Ludlow—New siding, 360 feet.

St. Jean Port Joli—New siding, 400 feet.



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Tracadie—New siding, 650 feet.  
Elm Tree—New siding, 360 feet.  
Lorne—New siding, 392 feet.  
Valley—New siding, 372½ feet.  
Upper Blackville—New siding, 1,037 feet.

*To increase water supply—*

During the year work was done on the new water supplies at Isle Verte, Springhill Junction, St. Fabien, Charlo, Durham Bridge, Doaktown, Trois Pistoles, St. Charles Junction, Gibson, Windsor Junction, Upper Cross Creek, Boiestown, Chatham Junction, Loggieville, St. Apollinaire, Piedmont and Blackville.

*Improvements at North Sydney Junction—*

A concrete platform was built and one electric semaphore installed. Some grading was done in the yard.

*Engine house, machine shop, &c., Rivière du Loup—*

Plans and specifications were prepared, tenders called and a contract let for a cinder pit and for a set of 21 coaling pockets. The work of construction is going on.

Plans and specifications were also prepared, tenders called and a contract let for a machine shop, boiler house and brick chimney.

Plans were prepared and tenders asked for a suspension foot bridge across the river for the use and convenience of the people employed at the new shops and engine house.

The 80,000 gallon water tank was completed.

*Improvements at New Glasgow—*

A concrete station platform was provided.

Two under crossings were partly constructed at McLean's and Dalhousie streets. Concrete abutments to provide for a second track were built.

*Increased Accommodation at Springhill Junction—*

The existing ash pit was extended.

512 acres of land were purchased.

Considerable grading done, and 1,917 lineal feet of track laid and ballasted.

*Improvements at Newcastle—*

Plans and specifications were prepared, tenders called and a contract let for the enlargement of the existing engine house.

The new water service was completed.

An ash pit provided and a contract let for a set of 16 coaling pockets.

*Extension to wharf at Dalhousie—*

The work in connection with the extension of this wharf was carried on during the year. Three cribs were built and ballasted along the face of the wharf to above low water mark.

*Pintsch gas apparatus—*

An additional pipe line between the gas plant and station at Moncton was installed. Two additional gas retorts were also installed at Moncton.



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The auxiliary gas plant, comprising two store holders and valves, one compressor and foundation, building and piping, have been installed at Lévis, Que.

One transportation car, No. 5265, was fitted up with two store holders and valves.

*Pirate Harbour water supply—*

A pipe line was laid from tank at Mulgrave to the engine house at Pirate Harbour.

*Air Compressor—*

Air compressors at Stellarton and Chaudière Junction were provided.

*Original Construction—*

Under this appropriation the following amounts were paid:—R. T. MacIlreith, legal expenses; *re* A. B. Schurman's property at Oxford, \$39.12; *re* Geo. England's property at George's river, \$40.40.

*Improvements at Drummondville—*

The 50,000 gallon water tank and the concrete platform were completed.

Improvements were made to the coaling apparatus and a new ash pit provided.

A loading platform was also provided.

One sixty-second acre of land was purchased for additional yard room.

Two thousand five hundred and fifty feet of track were laid in the yard.

*Increased accommodation at Stellarton—*

A building and machinery foundations required for an electric light plant were provided.

Plans and specifications were prepared and a contract let for a sand house.

*New Turntables—*

Contracts were let for 75-foot turntables at Sussex and Loggieville, and a 70-foot turntable at Newcastle.

The 75-foot turntable which had been delivered at Halifax last year was transferred and erected at Sussex.

The turntable now under construction for Sussex will be sent to Halifax to replace the one taken from there to Sussex.

*Princess Pier—*

Plans and specifications for rip-rapping in connection with this pier were prepared and tenders asked.

*Improvements at Windsor—*

The old station was converted into a baggage-room and store-room for the use of trackmaster.

The station platform was extended and a siding put in for the accommodation of D.A.R. trains running between Windsor and Truro.

*Air Brakes to Freight Cars—*

For details of this appropriation see report of G. R. Joughins, Superintendent of Motive Power.

*Side ladders to box cars—*

For details of this appropriation see report of G. R. Joughins, Superintendent of Motive Power.



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*Ballast plow and unloader—*

A ballast plow and unloader were provided.

*Improving grades on line—*

Improvements to grade at Nelson, on the Canada Eastern, were made.

*To exchange draw-bars on flat cars—*

For details of this appropriation see report of G. R. Joughins, Superintendent of Motive Power.

*Air brake equipment—*

For details of this appropriation see report of G. R. Joughins, Superintendent of Motive Power.

*To dredge and blast rock at D.W.T., Halifax—*

During the year 429 cubic yards of rock were removed from between piers Nos. 3 and 4.

*Improvements at St. Alexis—*

This was to pay T. Richard for crib work done.

*Purchase of Canada Eastern Railway—*

This was to pay exchequer award in favour of W. B. Snowball and R. A. Snowball for land and wharf at Chatham.

I have the honour to be, sir,

your obedient servant,

WM. B. MACKENZIE

*Chief Engineer.*

D. POTTINGER, Esq., I.S.O.,  
General Manager, Government Railways,  
Moncton, N.B.

## INTERCOLONIAL RAILWAY.

## OFFICE OF THE ENGINEER OF MAINTENANCE.

MONCTON, N.B., May 30, 1908.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the year ending March 31, 1908.

## TRACK.

During the year 428,632 miles of 56, 58, 67, 80 and 110 lb. rails were taken up and replaced with 67 and 80-lb. rails.

## TIES.

During the year 558,436 ties and 361 sets of switch ties were put in the track.



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## BALLASTING.

During the year 92:00 miles of track were ballasted, using 82,103 cubic yards of gravel and 39,154 cubic yards of ashes and cinders.

## SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations:—

Chatham Jct., 1.	Loggieville, 1.
Chatham, 1.	Pugwash, 1.
Drummondville, 1.	Petitcodiac, 1.
Fredericton, 1.	St. John, 3.
Harlaka Jct., 1.	St. Romuald, 2.

128 new switches were installed during the year.

New telegraph signals were provided at the following stations: —

River John, 1.	Sackville, 1.
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Necessary repairs were made to all semaphores, switches and telegraph signals throughout the line.

## SIDINGS.

During the year 3:74 miles of additional siding accommodation has been provided at different points on the line for maintenance account.

## FENCE BUILT BY OUR OWN MEN.

Eleven miles of woven and barbed wire fence was built at different points on the line by our own men.

Necessary repairs were made to fences throughout the line.

Built by contract 55:19 miles of woven wire fencing.

## SNOW FENCES.

There was built during the year 299 rods of stationary snow fence 8 feet high, and 5 rods of portable snow fence.

Necessary repairs were made to snow shed and snow fences where required.

## WHARFS AND TRESTLES.

*Repairs.*

St. John, ballast wharf.	Levis, wharf.
St. John, coal trestle.	Mulgrave, wharf.
St. John, long wharf.	New Glasgow, coal trestle.
Halifax, pier No. 1.	North Sydney, wharf.
Halifax, pier No. 2.	Nelson, trestle.
Halifax, pier No. 3.	Newcastle, coal trestle.
Halifax, pier No. 4.	Pt. du Chene, wharf.
Halifax, pier No. 5.	Pugwash, wharf.
Halifax, D.W.T., coal trestle.	Pictou, wharf.
Halifax, D.W.T., immigration wharf.	Pictou Landing, wharf.
Halifax, D.W.T., Cunard's wharf.	Pictou Landing, ferry wharf.
Richmond, pier No. 6.	Point Tupper, wharf.
Richmond, pier No. 8.	Prince's Pier, wharf.
Antigonish, trestle	Portage Ballast Pit, trestle.
Amos', trestle.	River Ouelle, wharf.
Drummondville, coal trestle.	Stellarton, coal trestle.



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## BRIDGES AND CULVERTS.

*Repairs.*

Ball's Creek, bridge.	Malcolm's Siding, culvert.
Blackville, bridge.	Meadowville, culvert.
Blackville, culvert.	Montmagny, culverts.
Boiestown, culvert.	Manseau, east of, culverts.
Barnaby River, bridge.	McCafferty's, overhead bridge.
Bic, culvert.	McKenzie Creek, bridge.
Bic, bridge.	North West Miramichi, bridge.
Bic Mountain, culvert.	Newcastle, $\frac{1}{4}$ mile east of, culvert.
Bagot, west of, culvert.	Otty's, overhead bridge.
Crowson's, aboideau.	Portage Ballaet Pit, bridge.
Cotton Factory Branch, Halifax, culverts.	Portage Ballast Pit, bridge.
Cross Creek, culvert.	Passekeag, overhead bridge.
Clearwater, culvert.	Pictou, bridge.
Chatham Branch, culverts.	Pictou, culvert.
Carmel, culvert.	Pirate Harbour, bridge.
Dartmouth, culvert.	Peniac, culvert.
Dartmouth, Mott's bridge.	Richmond, culvert.
Doaktown, culverts.	River du Loup, culvert.
Drummondville, bridge.	River du Loup, bridge.
Drummondville, west of, culverts.	St. John, Stanley street, bridge.
Daveluyville, east of, culverts.	Sackville, overhead bridge.
Daveluyville, west of, culverts.	Sandy Cove, 1 mile west of, culvert.
Elmsdale, culvert.	Scotsburn, culvert.
Elmsdale, bridge.	Sylvester, culvert.
Fredericton, bridge.	Sydney River, bridge.
Grand Narrows, bridge.	Shenacadie, east of, culverts.
Gloucester Jct., overhead bridge.	St. Simon, culvert.
Hampton, culvert.	St. Fabien, culvert.
Hayward's Brook, bridge.	St. Eloi, culvert.
Hall's Creek, bridge.	Ste. Louise, culvert.
Halburton, bridge.	St. Alexandre, culvert.
Hadlow, Bennett's bridge.	St. Cyrille, west of, culvert.
Hadlow, culvert.	St. Leonard, culverts.
Harlaka Jct., culvert.	St. Germain, west of, culverts.
Indiantown Branch, culverts.	Ste. Rosalie, culvert.
James River, culvert.	St. Eugene, culvert.
Lakeside, overhead bridge.	Truro, overhead bridge.
Leitches' Creek, bridge.	Tatamagouche, culvert.
Lemieux, east of, bridge.	Trois Pistoles, culvert.
Lemieux, east of, culverts.	Upper Blackville, culvert.
Laurier, culverts.	Villeroy, east of, culvert.
Milner's, bridge.	Westville, culvert.
Maccan, aboideau.	West Merigomish, bridge.

## MASONRY WORK DONE.

*Repairs.*

Alma, culvert.	Sandy Bay, 1 mile west of, box culvert.
Enfield, box culvert.	Tatamagouche, box culvert.
Elmsdale, 1 mile east of, bridge.	Between Tatamagouche and Malagash, culverts.
Middle River, bridge.	Westville, arch culverts.
Malcolm's Siding, box culvert.	Wallace Bridge, west of, arch culvert.
Pugwash Jct., track scale.	
Pictou, track scale.	

## PAINTING.

*Bridges.*

Bayfield Road, bridge No. 3.	River John, bridge.
Folleigh, bridge.	Tracadie, bridge No. 8.
James River, bridge.	Fredericton, bridge.
Monastery, bridge No. 3.	



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*Buildings.*

Amherst, engine house.  
 Apohaqui, tool house.  
 Aston Jct., freight shed.  
 Calhoun's, station.  
 Flatlands, trimmings on coal shed.  
 Hampton, tool house.  
 Halifax, grain elevator.  
 Harbour au Bouche, station.  
 Jones', shelter.  
 Levis, pinch gas building.  
 Moncton, traffic manager's house.

Norton, tool house.  
 Painsec Junction, station.  
 Penobsquis, tool house.  
 St. John, grain elevator.  
 Springhill Junction, station.  
 St. Eugène, extension to freight shed.  
 Ste. Perpetue, shelter.  
 St. Leonard, coal shed.  
 Sussex, tool house.  
 Tracadie, station.  
 West Merigomish, station.

## BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations and dwellings at the following places:—

Athol.  
 Avondale.  
 Amherst.  
 Anagance.  
 Apohaqui.  
 Adamsville.  
 Assametquaghan.  
 Amqui.  
 Aston Jct.  
 Bedford.  
 Brookfield.  
 Boisdale.  
 Barrachois.  
 Brown's Point.  
 Belmont.  
 Boundary Creek.  
 Bloomfield.  
 Berry's Mills.  
 Beaver Brook.  
 Bartibogue.  
 Bathurst.  
 Belledune.  
 Bic.  
 Bagot.  
 Blackville.  
 Boiestown.  
 Cann's Mills.  
 College Bridge.  
 Cold Brook.  
 Catamount.  
 Canaan.  
 Chatham Jct.  
 Charlo.  
 Campbellton.  
 Causapscal.  
 Cedar Hall.  
 Cacouna.  
 Chaudiere Curve.  
 Carmel.  
 Cross Creek.  
 Denmark.  
 Debert.  
 Dorchester.  
 Derby Jct.  
 Dalhousie.  
 Delotbinere.  
 Model Farm.

Millerton.  
 Matapedia.  
 Millstream.  
 Montmagny.  
 Manseau.  
 Mitchell.  
 Marysville.  
 Mount Uniacke.  
 McKay's.  
 McIntyre's Lake.  
 New Glasgow.  
 North Sydney.  
 Nappan.  
 Norton.  
 Nauwigewauk.  
 Newcastle.  
 Nicolet.  
 Oxford.  
 Oxford Jct.  
 Point Tupper.  
 Pictou.  
 Painsec Jct.  
 Point du Chêne.  
 Petitcodiac.  
 Penobsquis.  
 Pumweseep.  
 Petit Rocher .  
 Quispamsis.  
 Riversdale.  
 River Denys.  
 Rogers'.  
 River John.  
 River Phillip.  
 River Glade.  
 Rothesay.  
 Rogersville.  
 River du Loup.  
 Shubenacadie.  
 Stellarton.  
 South River.  
 Shenacadie.  
 Sydney Mines.  
 Sylvester.  
 Scotsburn.  
 Salt Springs.  
 Springhill Jct.



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Daveluyville.  
 Drummondville.  
 Doaktown.  
 Elmsdale.  
 East Mines.  
 Evan's.  
 Eel River.  
 Ellershouse.  
 Ferrona Jct.  
 Flatlands.  
 Fredericton.  
 Grand Lake.  
 Glengarry.  
 George's River.  
 Greenville.  
 Gallagher Ridge.  
 Gibson.  
 Hilden.  
 Hopewell.  
 Harbour au Bouche.  
 Hampton.  
 Heatherton.  
 Harcourt.  
 Harlaka Jct.  
 Hadlow.  
 Iona.  
 Indiantown.  
 Isle Verte.  
 Jubilee.  
 Jacquet River.  
 Kent Jct.  
 Lourde's.  
 Leithche's Creek.  
 Lock Broom.  
 Lyon's Brook.  
 Londonderry.  
 Little Metis.  
 L'Islet.  
 Levis (Quebec).  
 Laurier.  
 Lemieux.  
 Marshy Hope.  
 Mulgrave.  
 Moncton.

Shediac.  
 Salisbury.  
 Sussex.  
 St. Alexis.  
 Salmon Lake.  
 Sayabec.  
 St. Moise.  
 St. Octave.  
 Ste. Flavie.  
 Sacré Cœur.  
 St. Simon.  
 St. Arsene.  
 St. Alexandre.  
 St. Paschal.  
 St. Pacôme.  
 Ste. Anne.  
 Ste. Louise.  
 St. Jean Port Joli.  
 St. Valier.  
 St. Henri.  
 St. Romuald.  
 St. Nicholas.  
 St. Leonard Jct.  
 Ste. Monique.  
 Ste. Perpetue.  
 St. Cyrille.  
 St. Germain.  
 St. Eugene.  
 Ste. Rosalie.  
 Truro.  
 Trenton.  
 Tracadie.  
 Tatamagouche.  
 Thomson.  
 Trois Pistoles.  
 Valley.  
 Villeroy.  
 West River.  
 Westville.  
 Wallace.  
 Wentworth.  
 Westchester.  
 Waverley.

Necessary repairs were made to freight sheds at the following places:—

Amherst.  
 Antigonish.  
 Bloomfield.  
 Chaudière.  
 Dorchester.  
 Dalhousie Jct.  
 Evans'.  
 Eureka.  
 Hampton.  
 Kent Jct.  
 Laurier.  
 Moncton.  
 Maccan.  
 Memramcook.  
 New Glasgow.  
 Old Lake Road.  
 Point du Chene.  
 Penobsquis.

Pictou.  
 Rothesay.  
 Riversdale.  
 Salisbury.  
 Sussex.  
 Springhill Jct.  
 Sylvester.  
 Stellarton.  
 Sydney.  
 St. Octave.  
 St. Pacôme.  
 St. Jean Port Joli.  
 Truro.  
 Valley.  
 Wentworth.  
 Windsor Jct.  
 West River.  
 Westville.

Iron bars were placed on freight shed doors and windows where required.



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The following repairs were made to buildings, &c., at St. John:—

Elevator doors and conveyor windows.	Office in No. 7 shed.
Sheds Nos. 1, 2, 3, 7, 8, 9 and 11.	Reservoir.
Station.	Mill street crossing, gates.
Paint shop roof.	Cattle pen.
Coal trestle.	Tool room in engine house.
Train shed platform.	Windows in train shed.
Different street crossings.	Switchman's cabin.
Coal wagons.	Station doors and chimney.
Yardmaster's office.	City ticket office.
Foundation of train shed.	Trackmen's tool house.
Different dwellings.	Island yard office.

The following repairs were made to buildings, &c., at Halifax and Richmond:—

Sheds Nos. 1, 2, 3, 4 and 8.	Track scales.
North street station and baggage room.	Boundary fence.
D.A.R. freight shed.	Buffers.
Grain elevator, power house roof.	All semaphores.
Station platform.	Richmond station.
Painted iron fence.	Cattle shed.
Postal building.	Blacksmith shop.
Dockyard walls.	Machine shop.
Power house, North street.	Hay shed.
Car clean shed.	Round house.
Cunard property, buildings and wharf.	Mechanical foreman's house.
Gates at Young street.	Car shop.
Deep water crossings.	

The following round houses and shops were repaired:—

Amherst.	Point du Chene.
Campbellton.	Pugwash.
Chaudière Jct.	Pictou.
Dartmouth.	Pirate Harbour.
Dalhousie.	River du Loup.
Drummondville.	St. John.
Gibson.	Sussex.
Indiantown.	Stellarton.
Levis.	Sydney.
Moncton.	Ste. Flavie.
North Sydney.	Shediac.
Newcastle.	Springhill Jct.
Oxford Jct.	Truro.

Station and loading platforms were repaired at the following places:—

Amherst.	Murray's.
Antigonish.	Malagash.
Adamsville.	Millerton.
Astle's.	Millstream.
Boundary Creek.	Matapedia.
Belmont.	Montmagny.
Bathurst.	Nauwigewauk.
Beresford.	North River.
Belledune.	Norton.
Cold Brook.	Nappan.
Chatham Junction.	New Glasgow.
Coal Branch.	Newcastle.
Culligan's.	Nash's Creek.
Charlo.	New Mills.
Causapsca.	Oakfield.
Campbellton.	Orangedale.
Clearwater.	Penobsquis.
Dorchester.	Plumweseep.
Debert.	Painsec Junction.



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Dartmouth.	Pictou.
Derby Junction.	Pugwash Junction.
Dalhousie Junction.	Point Tupper.
Drummondville.	Quispamsis.
Duncan.	River John.
Enfield.	River du Loup.
Ellershouse.	River Ouelle.
Eel River.	Salisbury.
Fort Lawrence.	Sussex.
Folleigh.	Shenacadie.
Greenville.	Salmon Lake.
Graham's Siding.	St. Octave.
Grand Narrows.	St. Pacôme.
Green Point.	St. Philippe.
Grangeville.	St. Paschal.
Gloucester Junction.	Ste. Helene.
Hampton.	St. André.
Humphey's.	St. Nicholas.
Hartfield.	St. Eugène.
Harbour au Bouche.	Ste. Monique.
Harcourt.	Tracadie.
Harlaka Junction.	Villeroy.
Iona.	Westchester.
Jubilee.	Wentworth.
Little Metis.	Waverley.
L'Islet.	Windsor Junction.
Moncton.	Windsor.
Meadow Brook.	Wallace Bridge.

The following new buildings, &c., were erected at St. John:—

Frame for electric semaphore.	Coal Bin for yardmaster's office.
Desks for yardmaster's office.	

The following new buildings, &c., were erected at Halifax and Richmond:—

Cold Storage, North Street.	Buildings for Stevedores.
Buildings over Hydrants.	Crossings for Stevedores.
Dormers over Electric Power House.	Shelving for District Freight Agent.

New buildings, &c., were erected along the line as follows:—

Alton, tool house.	New Mills, baggage room.
Amherst, loading platform.	Petit Roche, baggage room.
Aston Junction, freight shed.	Ross' platform.
Bartibogue, section tool house.	River du Loup, extension to baggage room.
Bathurst, baggage room.	Sydney, moving and fitting old coal shed for carpenter shop.
Blacklands flag station.	Sydney, room for Customs Department in freight shed.
Durham, platform.	St. Octave, combined coal shed and w. c.
Dalhousie Junction, coal house.	St. Octave, stock pen.
Eel River, baggage room.	St. Anaclet, stock pen.
Flatlands, coal shed.	St. Jean Port Joli, section tool house.
Hansford, shelter.	St. Jean Port Joli, combined coal shed and oil house.
Isle Verte, stock pen and coal shed.	St. Eugène, extended freight shed.
Jones', shelter.	St. Alexandre, telegraph desk in office.
Jacquet River, tool house.	Truro, store room and carpenter shop.
Lorne, cattle pen.	Valley, bay window on station.
Lévis, 73 farm gates.	Chatham Junction, tool houses.
Lévis, pintsch gas building.	Chatham Junction, agent's dwelling.
Maccan, tool house.	Brown's Point, coal house.
Maccan, store room building.	Dartmouth, trestle. Mott's Bridge.
Moncton, extending carpenter shop.	Debert, double tool house for section.
Moncton, 25 new smoke jacks.	
Moncton, trackmen's tool house.	
Moncton, carpenter shop.	



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Moncton, moved old station and fitted it up	Londonderry, double tool house for section.
for yardmaster's office.	Stellarton, engine shed.
North Sydney, water closet.	Sydney, engine shed.
New Glasgow, stock pen.	St. Pierre, freight shed.

*Miscellaneous Repairs.*

Amherst, addition to engine house.	Richmond, water closets in mechanical foreman's house.
Antigonish, trestle repaired.	Sussex, breakwater for bank protection.
Campbellton, temporary freight shed built.	Sydney, addition to engine house.
Fergusson's flag station.	Stellarton, 'Ord' ash pit.
Lévis, dwelling apartments fitted up over old station.	Stellarton, coal shed.
Moncton, counters, &c, in general office.	Ste. Rosalie, changes in station.
Marshall's Crossing, box car shelter.	Ste. Monique, dwelling house.
Mulgrave, piling at Aiken's dump.	

## GENERAL.

New buffers were made and set up at different points on the line, when required, and repairs made when necessary.

Repairs were made to crossings on the line at various points where required.

Gates and cattle-guards were repaired throughout the line.

Glass was put in and glazing done where necessary.

Ladders for buildings and semaphores were provided where necessary throughout the line.

Outhouses and approaches to road crossings were whitewashed where required.

Necessary repairs have been made to turn-tables where required.

Semaphores, switches and telegraph signals have been painted throughout the line.

Necessary repairs have been made to hand cars, trollies, baggage trucks and wheelbarrows throughout the line.

Sign boards were made and put up where required.

Boxes were made for packing second-hand bolts and spikes when required.

Necessary repairs were made to steam shovels, steam cranes, pile-drivers, &c.

During the year a considerable quantity of evergreen hedge was planted to take the place of snow fences.

I beg leave to report that the road has been kept up to its standard and I believe was never better than at the close of the present year.

I have the honour to be, sir,

your obedient servant,

T. C. BURPEE,

*Engineer of Maintenance of Way and Works.*

D. POTTINGER, Esq.,  
General Manager, Government Railways,  
Moncton, N.B.



SESSIONAL PAPER No. 20

## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE SUPERINTENDENT OF MOTIVE POWER.

MONCTON, N. B., May 22, 1908.

SIR,—I have the honour to submit herewith the annual report of the operations of the Motive Power Department for the year ending March 31, 1908.

I might add that the general condition of the rolling stock is good, with the exception of the cars and locomotives condemned as shown in the attached report, and the nine large freight locomotives that are out of service waiting to have the system of steam distribution changed from compound to simple. This involves a large amount of work and means partially rebuilding the locomotives. Seven of these were converted during the past year.

I would also advise that we have been very much handicapped in repairing our rolling stock owing to the destruction of the shops at Moncton by fire in February, 1906, particularly with regard to repairs to cars. Our passenger cars show evidence of our inability to paint and varnish them for want of shop room. Most of these cars are in poor condition, especially on the outside. Freight cars have been repaired under the most adverse conditions during the past winter, as they had to be repaired without the shelter of shop or shed. Notwithstanding these conditions the equipment is, generally, in good condition as stated above.

I am, sir, your obedient servant,

G. R. JOUGHINS,  
*Supt. of Motive Power.*

Mr. D. POTTINGER,  
General Manager, Canadian Government Railways,  
Moncton, N.B.



8-9 EDWARD VII., A. 1909

# MECHANICAL DEPARTMENT

## ANNUAL REPORT

FOR YEAR ENDED 31st MARCH, 1908.

### INTERCOLONIAL RAILWAY.

#### OFFICE OF THE MECHANICAL ACCOUNTANT.

SIR,—I beg to submit herewith the following report of the operations of the Mechanical Department for the year ended 31st March; 1908.

A—Statement showing the number of locomotives and the various classes of other rolling stock on the line.

B—Statement showing the mileage made and the coal, oil and waste consumed by locomotives.

Also a summary of the principal work done in the locomotive and car shops at Moncton and in the shops at Richmond and River du Loup.

During the year the following rolling stock was purchased on capital and on revenue accounts:—

#### *On capital account to increase equipment.*

- 10 locomotives—consolidation type.
- 6 locomotives—Pacific type.
- 4 steam motor cars.
- 376 box cars—80,000 capacity.
- 252 box cars—60,000 capacity.
- 31 refrigerator cars—60,000 capacity.
- 310 platform cars—80,000 capacity.
- 85 hopper cars—30,000 capacity.
- 25 stock cars. 60,000 capacity.
- 70 Hart convertible dump cars—80,000 capacity.

#### *On revenue account to replace cars destroyed—*

- 1 first-class sleeping car.
- 1 dining car.
- 2 postal and smoking cars.
- 2 express and baggage cars.



## SESSIONAL PAPER No. 20

100 box cars—60,000 capacity.

100 platform cars—80,000 capacity.

3 refrigerator cars—60,000 capacity.

92 hopper cars—30,000 capacity.

9 stock cars—60,000 capacity.

8 Vans.

Sixty-nine of the 100 box cars replaced that many of smaller capacity.

The 100 platform cars all replaced smaller capacity cars.

The 3 refrigerators all replaced smaller capacity cars.

The 92 hopper cars replaced the same number of small hoppers of 6 and 8 tons capacity.

The 9 stock cars all replaced smaller capacity cars.

*Built in the shops at Moncton on capital account—*

I double end snow plough.

The following rolling stock was built in the shops at Moncton to replace the same number condemned:—

4 locomotives to replace smaller type.

2 box cars.

25 platform cars.

2 oil tank cars.

1 hopper car—30,000 capacity.

One hundred and twenty-one box cars were fitted with end doors for loading rails, making 700 cars fitted in the shops for this purpose to the end of March, 1908.

One thousand nine hundred and five box cars were fitted with side ladders during the year, making 2,815 fitted to the end of March, 1908.

Twenty-five locomotives were fitted with improved air brake equipment to bring them up to the standard, and 50 were fitted with straight air brake.

One hundred locomotives were fitted with 'Elvin' driving box lubricators.

The number of locomotives on the register was reduced by one in consequence of old Canada Eastern locomotive No. 325 having been taken into the equipment in error when that line was transferred to the government in 1904-5.

The system of keeping the time in the shops at Moncton was changed during the year from the brass check to the time clock. Eleven time clocks were put up in different parts of the shops and the change has given great satisfaction both to the men and to the management.

The engines and boilers for three of the motor cars were completed and installed in the cars, which were put into service.

The rolling stock generally has been maintained in efficient condition during the year, although the need of car repair shops at Moncton has made it difficult to carry on the work of freight car repairs, especially during the winter months.

In order to keep up the repairs a large amount of the work had to be done by the men in the yard without shelter, often during very cold and stormy weather.

I have the honour to be, sir,

your obedient servant,

J. J. WALKER,

*Mechanical Accountant.*

G. R. JOUGHINS, Esq.,

Superintendent of Motive Power, I.C.Ry.,  
Moncton, N.B.



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INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line, on March 31, 1907, and March 31, 1908.

	Locomotives.	First Class Sleeping Cars.	Second Class Sleeping Cars.	Parlor Cars.	Dining Cars.	First Class Passenger Cars.	Second Class Passenger Cars.	Postal and Smoking Cars.	Express and Baggage Cars.	Air Brake Instruction Car.	Steam Motor Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Pulpwood Cars.	Oil Tank Cars.	Hopper Cars.	Gondola Cars (Coal).	Coal Cars (20 Ton).	Stock Cars.	Auxiliary and Tool Cars.	Convertible Dump Cars.	Vans.	Total Cars.	Common Snow Ploughs.	Wing Ploughs.	Rotary Steam Ploughs.	Double Track Ploughs.	Double End Ploughs.	Flangers.	Total Ploughs and Flangers.	Steam Cranes.	Ballast Plough Cars.
On hand serviceable and repairing, March 31, 1907.....	364	40	38	9	8	131	93	33	57	1	..	5,902	104	2,714	50	25	989	16	460	114	21	130	111	11,046	53	20	2	2	..	25	102	8	2
To be replaced at March 31, 1907.....	6	1	2	..	1	6	4	3	3	..	..	94	5	66	..	..	125	1	11	9	..	..	8	339	..	..	..	..	..	..	..	..	..
Total equipment at March 31, 1907..	370	41	40	9	9	137	97	36	60	1	..	5,996	109	2,780	50	25	1,114	17	471	123	21	130	119	11,385	53	20	2	2	..	25	102	8	2
Received during 1907-8 on capital account.	16	..	..	..	..	..	..	..	..	..	4	628	31	310	..	..	85	..	..	25	..	70	..	1,153	..	..	..	..	1	..	1	..	..
Add car Alexandra changed to No. 139....	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..
Deduct scrap Canada Eastern Locomotive No. 325 taken into equipment in 1905 in error.....	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Postal cars changed to second class and baggage.....	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total equipment at March 31, 1908..	385	41	40	9	9	138	99	34	60	1	4	6,624	140	3,090	50	25	1,199	17	471	148	21	200	119	12,539	53	20	2	2	1	25	103	8	2
To be replaced at March 31, 1907, as above.	6	1	2	..	1	6	4	3	3	..	..	94	5	66	..	2	125	1	11	9	..	..	8	339	..	..	..	..	..	..	..	..	..
Condemned during 1907-8.....	1	..	..	..	..	..	..	..	..	..	..	57	..	81	..	..	44	2	4	1	..	..	2	193	..	..	..	..	..	..	..	..	..
Total condemned.....	7	1	2	..	1	6	4	3	3	..	..	151	5	147	..	2	169	3	15	10	..	..	10	532	..	..	..	..	..	..	..	..	..
Replaced during 1907-8.....	4	1	..	..	1	..	..	2	2	..	..	102	3	125	..	2	93	..	..	9	..	..	8	348	..	..	..	..	..	..	..	..	..
To be replaced at March 31, 1908.....	3	..	2	..	..	6	4	1	1	..	..	49	2	22	..	..	76	3	15	1	..	..	2	184	..	..	..	..	..	..	..	..	..
Add serviceable and repairing, March 31, 1908.....	382	41	38	9	9	132	95	33	59	1	4	6,575	138	3,068	50	25	1,123	14	456	147	21	200	117	12,355	53	20	2	2	1	25	103	8	2
Total equipment at March 31, 1908, as above.....	385	41	40	9	9	138	99	34	60	1	4	6,624	140	3,090	50	25	1,199	17	471	148	21	200	119	12,539	53	20	2	2	1	25	103	8	2

MONCTON, N.B.,

March 31, 1908.

J. J. WALKER,

Mechanical Accountant.



INTERCOLONIAL RAILWAY.

STATEMENT of Mileage, and Coal, Oil and Waste consumed by Locomotives for year ended March 31, 1908.

MONTHS.	Locomotive Mileage.	CONSUMPTION.				AVERAGE CONSUMPTION PER 100 MILES.			
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1907.									
April.....	813,888	41,870	12,529	30,798	19,875	11,524	1·54	3·78	2·44
May.....	807,556	37,724	11,425	29,030	20,537	10,464	1·41	3·59	2·54
June.....	763,424	34,793	11,374	27,561	18,716	10,209	1·49	3·61	2·45
July.....	846,233	38,232	11,816	27,240	20,316	10,120	1·40	3·22	2·40
August.....	859,317	40,601	11,357	27,873	20,716	10,584	1·32	3·24	2·41
September.....	805,720	39,029	10,915	24,801	19,154	10,851	1·35	3·08	2·24
October.....	816,912	42,348	10,803	25,046	19,065	11,612	1·32	3·06	2·33
November.....	772,282	39,857	10,336	23,125	18,738	11,561	1·34	2·99	2·43
December.....	823,833	44,270	13,209	28,864	18,830	12,037	1·60	3·50	2·29
1908.									
January.....	862,579	48,717	11,569	25,082	17,028	12,651	1·34	2·91	1·97
February.....	814,056	46,927	11,083	24,565	19,113	12,912	1·36	3·02	2·35
March.....	876,646	51,675	11,831	26,997	19,635	13,204	1·35	3·08	2·24
Totals.....		506,043	138,247	320,982	231,723	11,493	1·40	3·25	2·35

MONCTON, N.B.,  
March 31, 1908.

J. J. WALKER,  
*Mechanical Accountant.*



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The following work was done in the shops at Moncton:—

*Locomotive shops—*

The 4 locomotives rebuilding were completed.

12 locomotives were partly rebuilt.

91 locomotives received general repairs.

31 locomotives received heavy repairs.

65 locomotives received light repairs.

4 new boilers for locomotives were made.

131 boilers were tested.

2 new throat sheets were made.

6 new side sheets were made.

4 new tube sheets were made.

64 fire boxes were patched.

2 new fire boxes were made.

6 new smoke boxes were made.

6 smoke boxes were repaired.

23 smoke box doors and rings were made.

4 new cylinders were made.

16 new cylinders and half saddles were made.

24 steel driving axle boxes were made.

3,653 new tubes were put in locomotive boilers.

21,405 tubes were pieced and applied to locomotives.

175 new locomotive smoke stacks were made.

13 locomotive smoke stacks were repaired.

92 ash pans were repaired.

4 new ash pans were made.

18 front ends were made.

6 steel tenders were built.

3 steel tenders were rebuilt.

20 steel tenders were increased in capacity.

43 steel tenders received heavy repairs.

4 steel tender frames were made.

150 tenders were repaired.

20 cabs built complete.

9 cabs were repaired.

1,438 cab curtains were made.

55 Sterlingworth trucks were repaired.

15 wooden tender frames and trucks were built.

150 tender tanks were repaired.

3 tender tanks were made.

2 air reservoirs were made.

6,553 oil box covers were made.

1,673 tin oil cup covers were made.

300 gauge glass shields were made.

48 new headlights were made.

100 long spout funnels were made.

194 new tires were applied to driving wheels.

138 new tires were applied to engine truck wheels.

190 new tires were applied to tender truck wheels.

614 new tires were applied to car wheels.

648 driving tires were turned off.

402 engine truck tires were turned off.

344 tender truck tires were turned off.

376 car tires were turned off.



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81 engine truck axles were turned and fitted.  
 49 new tender axles were turned and fitted.  
 36 new driving axles were applied.  
 31 new driving wheel centers were machined.  
 98 new tender wheels were fitted to axles.  
 302,500 lbs. nuts were tapped.  
 2,700 lbs. nuts were retapped.  
 72,000 nuts were faced.  
 608,297 bolts were threaded.  
 34 crank pins were made.  
 20 crossheads were made.  
 24 guide bars were made.  
 15,493 studs were made.  
 2,000 cylinder studs were made.  
 14,700 stay bolts were turned.  
 12,970 stay bolts were put in fire boxes.  
 6,000 patch bolts were made.  
 400 wedge bolts were made.  
 1,000 oil cup screws were made.  
 200 hose bag springs were made.  
 400 tube plugs were made.  
 1,000 W.A.B. pins were made.  
 500 W.A.B. bolts were made.  
 1,800 sets valve stem packing were made.  
 1,609 sets metallic packing were made.  
 2,400 sets piston packing were made.  
 4,000 steam hose and couplings were repaired.  
 9,000 air brake hose and couplings were repaired.  
 239 engines and tenders were painted.

*Blacksmith shop—*

The following was the output of this shop:—

.....

2,137,783 lbs. iron forgings including 721,084 lbs. bolts.  
 543,722 lbs. steel forgings.

*Brass foundry—*

The following was the output of this shop:—

318,039 lbs. bearings.  
 66,206 lbs. brass castings.  
 28,398 lbs. antimonial lead.  
 16,957 lbs. babbit.  
 382 lbs. metallic packing.

*Special work was done as follows—*

Material was prepared and sent out for installing the 'Ord' ash pit at Stellarton.  
 An air hoist and crane were made for Gibson.  
 A large amount of work was done to S.S. *Scotia*.  
 The engines for three of the motor cars were completed.  
 6 tanks were made for motor cars.  
 1 saturating tank was made for axle box packing.  
 2 water tanks were made.  
 1 tank for dipping ties was made.  
 1 stationary oil tank was made.



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- 1 stationary engine was repaired for Mulgrave.
- 1 horizontal engine was repaired.
- 1 shear engine was repaired.
- 1 new shear head was built.
- 1 bolt header was overhauled.
- 13 coal buckets were made.
- 20 boilers for water service were repaired.
- 2 stationary boilers were tubed and repaired.
- 1 pile driver boiler was tubed and repaired.
- 2 smoke jacks were made.
- 4 ash pit buckets were made.
- 24 drip pans were made.
- 200 frog plates were sheared, punched and straightened.
- 'Elvin' automatic driving box lubricators were fitted and applied to one hundred (100) locomotives.
- Alterations were made to 'Ganz' motor car.
- 3 steel oil tank frames were repaired.

The following patterns were made and repaired:—

- 431 made for cast iron.
- 104 made for steel and malleable.
- 92 repaired for cast iron, steel and malleable.
- 475 made for brass castings.
- 314 repaired for brass castings.

In addition to the above there were a number of patterns replaced that were destroyed in the fire of 1906.

The following machines were set up in the Moncton locomotive shops:—

- 1 20-inch high speed Bertram lathe.
- 1 24-inch " " " "
- 1 21-inch drilling machine.
- 1 4-inch centering machine.
- 1 twist drill grinder.

In addition to the work mentioned above a large amount of work was done and repairs made for outside shops and for other departments of the railway comprised in parts as follows:—

Extensive alterations and repairs were made to the plumbing in the agent's dwelling at Chatham Junction, power house, Moncton; track carpenter shop, general offices, agent's dwelling at Rothesay, Millerton, Springhill Junction, Oxford Junction, Macan, Newcastle, Shediac, Canaan, Sussex, Petitcodiac, Hampton, St. John; rest rooms and freight house, Moncton.

Station stoves and furnaces between the following points were fitted up and repaired:—Moncton and St. John, Moncton and Point du Chêne, Painsec to Halifax, Truro to Pictou, Oxford Junction to Sydney, Moncton to St. Flavie, Loggieville to Fredericton, Indianatown, Dalhousie and Dartmouth branches.

In Amherst engine sheds were fitted up, two large stoves and one sand drier with pipes and roof ventilators.

*Car shops—*

The following rolling stock was rebuilt to replace a similar number condemned:—

- |           |              |
|-----------|--------------|
| 2 box.    | 25 platform. |
| 1 hopper. | 2 tank.      |

Three of the platform were rebuilt diamond flangers.



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The following rolling stock received heavy repairs:—

4 official.	18 baggage.
2 parlour.	300 freight.
18 sleeping.	3 refrigerators.
4 dining.	31 vans.
43 first class.	3 flangers.
48 second class.	1 tool car.
16 postal.	26 snow ploughs.

The following rolling stock received light repairs:—

13 official.	34 baggage.
2 parlour.	9,786 freight.
25 sleeping.	11 snow ploughs.
1 dining.	2 auxiliary.
63 first class.	1 flanger.
71 second class.	33 vans.
22 postal.	

The following cars were scraped, filled and varnished:—

5 first class.	1 second class.
2 postal.	

The following cars were cleaned, painted and varnished:—

2 sleeping.	11 postal.
8 first class.	6 baggage.
17 second class.	1 auxiliary.

The following cars were cleaned and varnished:—

2 parlour.	15 second class.
1 official.	6 postal.
14 sleeping.	11 baggage.
5 dining.	2 vans.
30 first class.	1 motor.

The following rolling stock was painted:—

31 vans.	9 Hart convertible.
220 box.	12 flangers.
153 platform.	12 snow ploughs.
37 hoppers.	2 tool.
13 refrigerators.	1 auxiliary.
2 stock.	1 gas holder car.
15 gondolas.	12 tank.

The following cars were burnt off, painted and varnished:—

2 sleeping.	7 second class.
2 official.	2 baggage.
6 first class.	

Special work was done as follows:—

- 2 postal cars were changed to second-class and baggage.
- 120 freight cars and snow ploughs were equipped with W.A.B.
- 38 freight cars and snow ploughs were equipped with M.C.B. coupler.
- 151 wooden freight car trucks were made and applied.
- 5,074 new chilled wheels were pressed on axles.
- 2,284 second-hand chilled wheels were pressed on axles.
- 148 new steel wheels were pressed on axles.
- 542 second-hand steel wheels were pressed on axles.



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- 3,296 steel tires were turned.
- 8,757 wheels were taken off axles.
- 873 new axles were turned.
- 3,433 second-hand axles were turned.
- 348 end doors for box cars were made.
- 15 Hart convertible dump carts had sides and ends raised.
- 8 pulleys were made and set up.
- 15 platform cars were fitted up for oil tanks.
- 1 double-ended snow plough was built.
- 1 auxiliary car was partly built.
- 50 new pilots were made.
- 345 wooden bolsters were made.
- 14 box car tops were fitted up for rest houses.
- 2,000 side ladders were made for box cars.

In addition to the lumber prepared for repairs, &c., 501,400 feet was milled on store orders.

505 manufactured orders delivered to store.

In addition to the numerous articles made and repaired for this department at Moncton and for outside shops, a great deal of work was done for the maintenance and traffic departments and also for other departments of the railway.

#### *Water service—*

This service was maintained in efficient condition over the whole line.

The following work was done in the shops at Richmond:—

- 18 locomotives received heavy and 55 specific repairs.
- 13 boilers were retubed.
- 24 fire boxes were patched.
- 43 boilers were tested.
- 4 sets of driving truck wheels were retired.
- 18 sets of driving tires were turned off.
- 51 pairs of engine truck tires were turned off.
- 337 pairs of tender and car truck tires were turned off.
- 2 new engine truck wheels were applied.
- 41 pairs new tender truck wheels were applied.
- 1 new tender frame was made.
- 17,405 bolts were forged.
- 53,740 bolts were screwed.
- 3,320 studs were screwed.
- 16 engines and tenders were painted.
- 200 sets metallic piston rod packing were made.
- 243 sets metallic valve stem packing were made.

A large number of passenger and freight cars were repaired in the shops during the year.

In addition to the above regular work of this department a large amount of work was done for the maintenance and traffic departments and also for other departments of the railway.

The following new machines were received and set up:—

- 1 36-inch lathe.
- 1 double head emery wheel tool grinder.

The following work was done in the shops at River du Loup:—

- 17 locomotives received general, 18 medium and 30 specific repairs.
- 28 boilers were retubed.



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- 27 fire boxes were patched.
- 70 boilers were tested.
- 75 driving tires were turned off.
- 62 engine truck tires were turned off.
- 224 tender truck tires were turned off.
- 47 pilots were made and applied to locomotives.
- 5 tender frames were made.
- 8,176 bolts were forged.
- 36,374 bolts were screwed.
- 875 lbs. nuts were tapped.
- 34 engines and tenders were painted.
- 305 sets metallic piston rod packing were made.
- 244 sets metallic valve steam packing were made.
- 122,471 lbs. iron forgings.

Light repairs were made to a number of freight and passenger cars during the year.

A large amount of work was also done for the maintenance and traffic departments of the railway.

The following new machines were received and set up:—

- 1 20-inch new type single belt high speed lathe.
- 1 centering machine.
- 1 pipe bender.



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No 1.—INTERCOLONIAL RAILWAY.  
CAPITAL ACCOUNT, YEAR ENDED MARCH 31, 1908.

1907.	Dr.		1907.	Cr.	\$ cts.
Mar. 31..	To	cost of Intercolonial Railway to date	82,744,937 89	By Dominion of Canada.....	82,744,937 89
		Strengthen bridges.....	245,165 85		
		Division of line at Mitchell.....	1,379 91		
		Engine house, &c., Chaudière Junction.	66,314 31		
		Increased accommodation at Ste.			
		Flavie.....	15,198 10		
		Improvements at Sackville.....	58,344 49		
		Improvements at Campbellton.....	15,009 86		
		Improvements at Ste. Rosalie.....	75,992 45		
		Improvements at Amherst.....	33,937 57		
		New machinery for locomotive and car			
		shops.....	85,864 57		
		Increased accommodation at Halifax...	519,951 96		
		To double tracking parts of line.....	89,799 09		
		Rolling stock.....	1,850,462 00		
		Improve telegraph line.....	24,498 23		
		Increased accommodation and facili-			
		ties along the line.....	61,731 61		
		Increased accommodation at Sydney...	3,316 52		
		Extension to Sydney Mines.....	48,993 29		
		Increased accommodation at St. John.	48,973 10		
		Increased accommodation at Antigo-			
		nish.....	9,961 20		
		Improvements at Mulgrave.....	39,641 40		
		Increased accommodation at Truro...	86,594 94		
		Put railway between Indianatown and			
		Blackville into condition for oper-			
		ation.....	35,855 88		
		Locomotive and car shops and land			
		purchase at Moncton.....	645,598 31		
		Glengarry water tank and reservoir....	7,057 42		
		Increased accommodation at Pictou...	45,138 64		
		Increase water service.....	54,330 17		
		Improvements at North Sydney Jct....	4,490 05		
		Engine house, machine shop, &c., at			
		Rivière du Loup.....	8,675 11		
		Increased accommodation at New Glas-			
		gow.....	13,954 78		
		Increased accommodation at Spring-			
		hill Jct.....	8,154 75		
		Improvements at Newcastle.....	5,725 77		
		Extension to wharf at Dalhousie.....	15,000 00		
		Pintsch gas apparatus.....	8,217 75		
		Water service at Pirate Harbour.....	6,045 36		
		Air compressors and reservoirs.....	5,356 84		
		Original construction.....	79 52		
		Additional sidings along the line.....	27,196 76		
		Improvements at Drummondville.....	11,881 76		



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Increased accommodation at Stellarton	5,336 45	1908. Mar. 31	By Dominion of Canada.....	4,382,494 01
New turntables.....	15,304 90			
Addition to Princess Pier.....	1,363 57			
Improvements at Windsor.....	2,849 06			
Air brakes to freight cars.....	20,964 62			
Provide side ladders on box cars.....	4,762 50			
Ballast plough and unloaders.....	6,500 00			
Improving grades on line.....	3,950 49			
Exchange drawbars on freight cars...	1,900 00			
Air brake equipment.....	11,559 79			
Purchase of Canada Eastern Railway ..	19,000 00			
Improvements at St. Alexis.....	19,860 92			
Dredge and blast rock at deep water terminus, Halifax.....	4,234 39			
				87,127,431 90

S. L. SHANNON  
Comptroller.

F. & O. E.,  
MONCTON, N.B.



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No. 2.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1908.

Expenditure.		Earnings.	
	\$ cts.		\$ cts.
Maintenance of way and structures....	1,630,965 29	Passenger earnings.....	2,711,416 98
Maintenance of equipment.....	1,996,388 62	Freight ".....	6,054,493 45
Conducting transportation.....	5,280,521 66	Mail and express earnings.....	349,538 06
General expenses..	249,559 96	Miscellaneous earnings.....	58,110 31
	9,157,435 53		9,173,558 80
Balance.....	16,123 27		
	9,173,558 80		9,173,558 80

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
Comptroller.

No. 3.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES, YEAR ENDED MARCH 31, 1908.

	\$ cts.
No. 1. Repairs of roadway.....	980,140 27
2. Renewals of rails.....	88,251 53
3. Renewals of ties.....	225,390 13
4. Repairs and renewals of bridges and culverts.....	53,441 19
5. " Fences, road crossings, signs and cattle guards.....	55,292 69
6. " buildings and fixtures.....	203,297 04
7. " docks and wharfs.....	16,738 32
8. " telegraph.....	2,269 53
9. Stationery and printing.....	4,412 52
10. Other expenses.....	1,732 07
	1,630,965 29

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
Comptroller.



SESSIONAL PAPER No. 20

No. 4.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF EQUIPMENT, YEAR ENDED MARCH 31, 1908.

	\$	cts.
No. 11. Superintendence.....	100,534	97
12. Repairs and renewals of locomotives.....	783,200	72
13. " " passenger cars.....	310,214	15
14. " " freight cars.....	604,984	64
15. " " work cars.....	32,527	04
16. " " marine equipment.....	4,028	16
17. " " shop machinery and tools.....	64,942	83
18. Stationery and printing.....	11,567	13
19. Other expenses.....	84,388	98
	1,996,388	62

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
Comptroller.

No. 5.—INTERCOLONIAL RAILWAY.

CONDUCTING TRANSPORTATION, YEAR ENDED MARCH 31, 1908.

	\$	cts.
No. 20. Superintendence.....	129,278	27
21. Engine and roundhouse men.....	872,242	12
22. Fuel for locomotives.....	1,786,526	70
23. Water supply for locomotives.....	62,795	46
24. Oil, tallow and waste for locomotives.....	48,493	80
25. Other supplies for locomotives.....	17,111	36
26. Train service.....	722,082	67
27. Train supplies and expenses.....	188,168	14
28. Switchmen, flagmen and watchmen.....	248,524	90
29. Telegraph expenses.....	178,900	32
30. Station service.....	622,544	05
31. Station supplies.....	96,007	88
35. Loss and damage.....	50,513	39
36. Injuries to persons.....	8,029	68
37. Clearing wrecks.....	26,711	67
38. Operating marine equipment.....	41,340	76
39. Advertising.....	43,881	18
40. Outside agencies.....	63,574	58
42. Stock yards and elevators.....	12,306	41
43. Rents for tracks, yards and terminals.....	120,142	93
45. Stationery and printing.....	86,084	79
46. Other expenses.....	17,411	43
CR.	5,442,672	49
33. Car service.....	\$ 148,166	99
34. Hire of equipment.....	13,031	78
44. Rents of buildings and other property....	952	06
	162,150	83
	5,280,521	66

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
Comptroller.



8-9 EDWARD VII., A. 1909

No. 6.—INTERCOLONIAL RAILWAY.

GENERAL EXPENSES, YEAR ENDED MARCH 31, 1908.

	\$	cts.
No. 47. Salaries of general officers.....	14,719	92
48. Salaries of clerks and attendants.....	88,317	86
49. General office expenses and supplies.....	26,956	17
50. Insurance.....	85,564	33
51. Law expenses.....	13,851	27
52. Stationery and printing, general offices.....	13,956	77
53. Other expenses.....	6,193	64
	249,559	96

E. & O. E.,  
Moncton, N.B.

S. L. SHANNON,  
Comptroller.



[illegible]

**H. & O. E.,  
MONCTON, N.B.**

S. L. SHANNON,  
*Comptroller.*



8-9 EDWARD VII., A. 1909

No. 8.—INTERCOLONIAL RAILWAY.  
GENERAL BALANCE, YEAR ENDED MARCH 31, 1908.

Dr.		Cr.	
	\$ cts.		\$ cts.
To Cash.....	122 15	By Dominion of Canada.....	
Station agents.....	171,513 14	Unclaimed freight.....	
General stores.....	1,365,935 64	Suspense.....	2,352,512 78
Receiver-General—Provident Fund Account.....	165,433 83	Intercolonial and Prince Edward Island Railways employees' Provident Fund.....	685 11
Rents.....	6,243 82		3,513 50
Auditor's Suspense Account.....	65,912 53		
Cash in Transit Account.....	1,428 32	By Individuals and Companies Ledger—	
Freight in Transit Account.....	3,516 46	Anherst Maleable Iron Co.....	40 42
Commissary Stock.....	27,511 32	Cape Breton Ry.....	51 75
Equipment Renewal Account.....	57,755 63	Chatham Ry.....	0 07
		Chappell Bros.....	374 50
		R. Campbell.....	4 20
To Individuals and Companies Ledger—		Canadian Locomotive Co.....	0 02
Acadia Coal Company.....	137 50	Department of Justice.....	1,000 00
Atlantic Coast Line.....	0 38	Dubs & Co.....	98 63
Armour Car Lines.....	4 71	Dominion Lumber Co.....	32 00
American Locomotive Company.....	1,038 97	G. Demers.....	164 50
H. & A. Allan.....	4 50	W. B. Dickson.....	35 50
Allan S.S. Line.....	1,892 13	Dickie Lumber Co.....	434 94
Athol Station.....	4 44	G. Dumont.....	176 00
Amherst Freight Station.....	3 31	Elmsdale Co.....	1,190 18
T. Atkinson.....	49,87	Freight Claim Agent.....	16 19
H. Atkinson.....	12 80	Grand Lake Lumber Co.....	556 00
Atlantic and Lake Superior Ry.....	7,666 42	General Storekeeper.....	4,131 98
American Refrigerator Transportation Co.....	12 61	Great North Western Telegraph Co.....	2 48
Ann Arbor Ry.....	1 67	Gregoire & Bertrand.....	381 50
Armstrong Refrigerator Ry.....	1 90	Guarantee Co. of North America.....	1 10
Atlantic and Birmingham Ry.....	0 30	Hood & Son.....	253 50
Boston and Maine Ry.....	282 43	London Guarantee and Accident Co.....	0 26
Balliston Terminal Ry.....	396 41	J. Lord.....	338 00
Baltimore and Ohio Ry.....	19 55	W. S. Logie & Co.....	206 00
Baldwin Locomotive Works.....	181 10	W. A. McKay & Co.....	138 00
M. Beatty & Sons.....	1 14	McKay Mining Co.....	1,031 00
J. C. Brown.....	15 00	New Brunswick Telephone Co.....	76 02
Boisdale Station.....	7 80	Nova Scotia Fertilizer Co.....	276 61
Bic Station.....	22 00	J. O'Shaughnessy.....	114 12
Bloomfield Station.....	25 21	Prince Edward Island Ry.....	326 61
Bangor and Aroostook Ry.....	3 89	Pictou Foundry Co.....	18 90
Beersville Ry. and Coal Co.....	627 34	Portland Rolling Mills.....	0 01
E. Bigney.....	8 26	H. C. Philbrick.....	1,001 77
Babcock and Wilcox.....	2 06	Quebec Construction Co.....	51 44
William Brennan.....	31 00	F. A. Ronnan & Co.....	69 12
Canadian Pacific Ry.—Rolling Stock.....	22,446 90	Railway Passengers Assurance Co.....	0 39
Canadian Pacific Ry.....	19,934 86	Ed. Ruel.....	326 00
Canadian " (N.B. Div.).....	6,583 54	Sessenwe in Bros.....	2 73
		J. Simon.....	2,190 88
F. E. Caine.....	26,518 40	J. W. Smith.....	268 74
Canada Eastern Ry.....	2,760 70	Vanderbeek & Sons.....	382 00
Caraguet Ry.....	17 42	S. E. Vaughan & Co.....	1,136 00
Canadian Express Co.....	20,522 54		
	68 50		



Canada Coals and Ky. Co.....	317	84
Charlottetown Steam Navigation Co.....	0	31
Central Vermont Ry.....	552	40
Canada Atlantic Ry.....	2	59
Cumberland Ry. and Coal Co.....	4,384	55
Canada Iron and Foundry Co.....	402	69
Canadian Northern Ry.....	1,764	83
Cincinnati, Hamilton and Dayton Ry.....	25	93
Cleveland, Cincinnati, Chicago and St. Louis Ry	34	64
Canada Atlantic and Plant Line.....	126	49
Chicago, Milwaukee and St. Paul Ry.....	0	30
Chicago and Northwestern Ry.....	0	30
S. Cunard & Co.....	506	51
Canadian Bridge Co.....	35	00
T. B. Calhoun.....	5	00
T. R. Campbell.....	3	00
G. S. Campbell & Co.....	22	80
Campbellton Ticket Station.....	94	85
Campbellton Freight Station.....	25	00
H. J. Cameron.....	1,679	07
Coldbrook Rolling Mills.....	1,967	41
Coal Branch Station.....	65	84
T. Cook & Son.....	19	80
Cincinnati, New Orleans and Texas Ry.....	1	86
Y. C. Campbell.....	4	20
Chicago, Burlington and Quincy Ry.....	14	68
Central Ry. of New Jersey.....	1	73
Chesapeake and Ohio Ry.....	13	92
Columbia Creosote Ry.....	2	20
Choctaw, Oklahoma and Gulf Ry.....	2	73
Colorado and Southern Ry.....	17	05
Cleveland, Akron and Columbus Ry.....	0	80
Cotton Belt Route.....	1	41
City of Moncton.....	0	25
Central Ontario Ry.....	1	41
Chicago, Cincinnati and Louisville Ry.....	1	26
Colchester Coal & Ry. Co.....	183	10
Chicago, Rock Island and Pacific Ry.....	523	55
Consolidated Coal Co.....	0	01
J. H. Corbett.....	1,890	00
Cold Blast Trans. Co.....	6	03
Columbia Southern, New Orleans and Pacific Ry...	2	00
Copper Crown Co.....	45	13
Dept. of Public Works.....	16,931	24
Dept. of Marine and Fisheries.....	233	77
Dept. of Militia and Defence.....	6,708	82
Dominion Atlantic Ry.....	16,388	06
Dominion Coal Co.....	12,185	70
Dominion Iron and Steel Co.....	7,575	53
Delaware and Hudson Ry.....	80	23
Delaware, Lackawanna and Western.....	2	75
Drummond County Ry.....	7,199	87
Dartmouth Station.....	8,013	73
Derby Junction Station.....	231	04
Dalhousie Station.....	19	69
Dominion Express Co.....	2	50
Dominion Bridge Co.....	0	90
Detroit, Toledo and Trenton Ry.....	35	64
T. A. S. De Wolfe.....	19	02

Alex. Watson.....	400	00
M. Wood & Sons.....	150	00
By Individuals and Companies Ledger Suspense Ac- counts—	120	00
J. H. Corbett.....	29	11
Intercolonial and Prince Edward Island Railways Employees' Provident Fund.....	22	42
Rhodes, Curry & Co.....	1,356	87
Salisbury and Harvey Ry.....	9	00
Windsor Branch Ry.....	344	09
E. A. Wallberg.....	370	50
By Traffic Ledger—	1,929	99
Atchison, Topeka and Santa Fe Ry.....	17	61
Boston and Maine Ry.....	5,880	31
G. E. Beckman.....	5	70
Canadian Pacific Ry.....	143	70
Cape Breton Ry.....	72	50
Chicago, Rock Island and Pacific Ry.....	113	08
Chicago, Burlington Ry.....	259	95
Chicago, Milwaukee and St. Paul Ry.....	130	10
Chicago and North Western Ry.....	124	82
Chicago and Great Western Ry.....	101	50
Canadian Northern Ry.....	273	87
Duluth, South Shore and Atlantic Ry.....	16	64
Eastern S.S. Co.....	1	74
Great Northern Railway Line.....	5	19
Lake Shore and Michigan South Ry.....	4,478	51
Lotbiniere and Megantic Ry.....	238	86
Michigan Central Railway.....	522	57
Maine Central Ry.....	82	90
Minneapolis, St. Paul and Sault Ste. Marie Ry...	287	25
Northern Pacific Ry.....	7	60
New York Central and Hudson River Ry.....	13	19
New York, New Haven and Hartford Ry.....	8	78
Prince Edward Island Ry.....	51	88
Pennsylvania Ry.....	230	55
Rutland Ry.....	31	05
Temiscouata Ry.....	1	50
Wabash Ry.....	7	50
Wisconsin Central Lines.....	1	25
By Car Service Ledger—	0	50
Cumberland and Pennsylvania Ry.....	6	75
Cincinnati Lebanon and Northern Ry.....	282	20
Evansville, Suburban and Newburgh Ry.....	1	75
Georgia Southern and Florida Ry.....	1	75
Lotbiniere and Megantic Ry.....	1	00
Louisville and Nashville Ry.....	17	65
Lake Terminal Ry.....	4	25
Monongahela Ry.....	429	25
Muscatine North and South Railway.....		
Monongahela Connecting Ry.....		
New York, Philadelphia and Norfolk Ry.....		
Norfolk and Portsmouth Belt Ry.....		
New York, New Haven and Hartford Ry.....		

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To		
International and Great Northern Ry.....		0150
Kent Northern Ry.....	8,127	23
Kent Jct. Station.....	28	38
Kingan Refrigerator Line.....	0	25
Londonderry Iron and Mining Co.....	20,493	50
Lehigh Valley Ry.....	69	17
Louisville and Nashville Ry.....	1	80
Lake Shore and Michigan Southern Ry.....	5	60
Lake Erie and Western Ry.....	1	86
LeB Drury Lockhart.....	45	50
R. S. Lowe.....	17	38
Library Bureau Co.....	3	45
Moncton and Buclouche Ry.....	181	25
Michigan Central Ry.....	29	48
Maine Central Ry.....	40	68
Moncton Freight Station.....	20	00
Memramcook Station.....	7	54
Montreal Cotton and Wool Waste Co.....	60	53
Montnagny Light and Pulp Co.....	778	10
T. Malcolm.....	1,666	64
Midland Ry. of N.S.....	7	07
Minudie Coal Co.....	8	32
Missouri Pacific Ry.....	59	15
Minn., St. Paul and Sault Ste. Marie Ry.....	0	89
Missouri, Kansas and Texas Ry.....	0	35
Maritime Coal, Ry. and Power Co.....	3,998	07
Montreal Steel Works.....	3,622	14
Musgrave and Co.....	9	72
Mathie Ellis & Co.....	26	28
Maritime Engineering Co.....	2	40
Mobile and Ohio Ry.....	2	73
Midland Valley Ry.....	2	00
Marsh & Marsh.....	3	90
McLean, Holt & Co.....	830	75
J. B. McManus, Ltd.....	8,324	42
A. R. McDonald.....	2	76
J. J. McLeod.....	644	16
G. McDougall & Co.....	1,466	00
H. F. McDougall.....	8	46
New Brunswick Coal and Ry. Co.....	56,956	28
New York Central and Hudson River Ry.....	502	29
National Despatch Line.....	1	85
Newfoundland Ry.....	97	98
New York, New Haven and Hartford Ry.....	117	30
North American Trans. Co.....	2,347	33
New York Central and St. Louis Ry.....	5	26
Nova Scotia Steel and Coal Co.....	4,610	39
New Brunswick and Prince Edward Island Ry.....	3,040	19
Northern Pacific Ry.....	530	23
National Despatch—Great Eastern Line.....	105	27
Northern Central Ry.....	4	17
Capt. Newcombe.....	83	98
J. and C. Morris.....	22	22
Nash's Creek Station.....	6	25
New Glasgow Station.....	633	90
Newcastle Station.....	102	75
Nappan Station.....	40	00
Nicolet Station.....	39	53
Nauwigewauk Station.....	3	00



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No. 8.—INTERCOLONIAL RAILWAY.—Continued.  
GENERAL BALANCE, YEAR ENDED MARCH 31, 1908.—Continued.

Dr.	\$	cts.	Cr.	\$	cts.
To Norfolk and Western Ry.....	1	61			
New Orleans and Nort Eastern Ry.....	2	57			
New York, Ontario and Western Ry.....	2	20			
National Labour Congress.....	446	40			
New Brunswick Wire Fence Co.....	12	05			
North Shore Ry. Co.....	676	25			
Oregon Ry. and Navigation Co.....	1	25			
Ocean charges on freight at Halifax.....	4,020	51			
Post Office Dept.....	19,097	28			
Pictou Station Labour.....	200	00			
Pennsylvania Ry.....	471	08			
Price Bros.....	1,336	02			
Purcell & Fallon.....	245	57			
Pittsburg, Cincinnati, Chicago and St. Louis Ry.	5	94			
Pennsylvania Co.....	7	95			
Pere Marquette Ry.....	86	52			
Pittsburg and Lake Erie Ry.....	5	22			
Philadelphia and Reading Ry.....	4	01			
Philadelphia, Baltimore and Wilmington Ry.....	1	78			
H. M. Price & Co.....	305	43			
Phoenix Bridge Co.....	9	77			
I. N. Pouliot.....	352	20			
Pickford & Black.....	161	87			
Poulson Iron Works.....	273	25			
D. Pottinger.....	6	25			
Pugwash Jet. Station.....	1	85			
Quebec Central Ry.....	22,239	05			
Quebec Southern Ry. (New Acct.).....	1,128	12			
“ (Old Acct.).....	25,637	33			
Rhodes, Curry & Co.....	80	67			
Rome, Watertown and Ogdensburg Ry.....	7	61			
Rutland Ry.....	41	10			
W. C. Ross.....	0	79			
Chas. D. Ruddock.....	130	00			
Royal Visit.....	9,154	44			
Ryan & McDonnell.....	3,736	29			
Rockingham Station.....	27	47			
Red Pine Station.....	20	00			
Rivière du Loup Ticket Station.....	16	00			
Rivière du Loup Freight Station.....	136	82			
Remittances destroyed.....	788	81			
J. Richards & Son.....	116	24			
W. Ross.....	33	70			
Red Cross S.S. Line.....	5	87			
Robb Engineering Co.....	19	60			
William Routledge.....	10	30			
Record Foundry Co.....	15	89			
SS. “Minto”.....	268	14			
Swift Refrigerator Line.....	15	12			



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To	Standard Car Truck Co.....	465 30
	Sherbrooke Tank Line.....	9 06
	V. J. Sullivan.....	6 74
	Sydney Cement Co.....	898 55
	St. Hyacinthe Station.....	8,879 05
	SS. <i>Verda</i> .....	50 78
	SS. <i>Lake Ontario</i> .....	17 04
	St. François Bridge Co.....	49 59
	Shediac Station.....	34 70
	Sackville Station.....	10 17
	St. John Station.....	3,096 46
	St. Alexandre Station.....	25 90
	Ste. Louise Station.....	0 66
	Springhill and Parrsboro Ry..	3,161 99
	St. Arsene Station.....	107 12
	Ste. Luce Station.....	80 00
	Schooner <i>Mary Jane</i> .....	71 30
	R. A. & J. Stewart.....	41 39
	St. John Street Ry.....	31 00
	St. Anaclet Station.....	11 00
	Salisbury and Harvey Ry.....	9,385 21
	Southern Ry.....	6 89
	Shedden Co.....	1 75
	St. Lawrence and Adirondack Ry.....	21 97
	Seaboard Air Line.....	32 94
	St. Louis and San Francisco Ry.....	9 47
	Shives Lumber Co.....	9 00
	St. Louis South Western Ry..	8 00
	Standard Drain Pipe Co.....	40 17
	Silliker Car Co.....	465 58
	St. Louis Refrigerator Co.....	8 00
	Sydney Mines Station.....	95 69
	St. Monique Station.....	10 00
	Salvation Army.....	209 05
	Temiscouata Ry.....	1,295 92
	Texas Pacific Ry.....	0 26
	Tobique Valley Ry.....	2,739 25
	Toronto, Hamilton and Buffalo Ry....	33 81
	Trois Pistoles Pulp and Paper Co.	73 82
	Transcontinental Ry. Commissioners.....	45,988 53
	Trois Pistoles Station.....	97 37
	Town of Dartmouth.....	32,000 00
	Tapley, F.....	10 00
	Toledo, St. Louis and Western Ry.....	28 72
	Texas Midland Ry.....	6 75
	Texas and New Orleans Ry.....	25 00
	Vandalia Line.....	13 00
	S. Veniot.....	21 00
	Uncurrent and failed bank notes.....	82 20
	Valley Station.....	6 65
	Union Bearing Co.....	928 18
	Union Refrigerator Transportation Co.....	4 44
	Union Pacific Ry.....	3 15
	Union Line.....	3 84
	Wabash Ry.....	86 10
	Washburn Co.....	48 00
	Western Union Telegraph Co.....	394 11
	A. M. Whitman & Son.....	150 00
	Wentworth Station.....	33 24



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No. 8.—INTERCOLONIAL RAILWAY—Concluded.  
GENERAL BALANCE, YEAR ENDED MARCH 31, 1908.—Continued.

Dr.		Cr.	
	<div>\$ cts.</div>	<div>\$ cts.</div>	
Western Counties Ry.—General.....	15,893 35		
Western Counties Ry.—Traffic.....	64 57		
Weldford Station.....	15,957 92		
E. A. Wallberg.....	55 00		
E. A. Williams.....	3,779 96		
Western Maryland Ry.....	0 50		
Wisconsin Central Ry.....	678 46		
Wentworth Gypsum Co.....	3 65		
Wheeling and Lake Erie Ry.....	0 05		
York and Carleton Ry.....	3 52		
	316 30		
		604,354 01	
To Individuals and Companies Ledger—Suspense Accounts.—			
General Storekeeper.....	167 99		
Dominion Atlantic Ry.....	37 58		
Grand Trunk Ry.....	4 74		
Halifax and Southwestern Ry.....	103 69		
McLean, Holt & Co.....	626 00		
P. E. Island Ry.....	106 46		
		1,046 46	
To Traffic Ledger—			
H. & A. Allan.....	1,621 44		
Allan Bros. & Co.....	1,480 23		
Atlantic S.S. Line.....	311 00		
J. & A. Allan.....	4 95		
Beaver Line Steamers.....	1,156 13		
Boston, Halifax and P.E. Island S.S. Co.....	29 23		
Charlottetown Steam Navigation Co.....	1 50		
Canadian Northern Ry.....	0 25		
Dominion S.S. Line.....	65 94		
Department of Marine and Fisheries.....	2 65		
Grand Trunk Ry.....	45,260 48		
Hatheway Line.....	11 10		
William Miller.....	258 43		
R. C. W. McCuaig.....	522 78		
New York Transfer Co.....	3 00		
Quebec Central Ry.....	385 90		
Newfoundland Ry.....	4,353 86		
St. Lawrence Steamboat Co.....	255 33		
World Travel Co.....	51 30		
Western Passenger Association.....	104 74		
		55,880 24	
To Car Service Ledger—			
Addystone and Ohio Ry.....	0 25		
Atlanta and West Point Ry.....	4 50		
Buffalo, Rochester and Pittsburgh Ry.....	18 50		
Buffalo and Susquehanna Ry.....	13 00		



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Canadian Pacific Ry.....	39 70		
Chicago, Indiana and Southern Ry.....	23 60		
Colorado and Southern Ry.....	10 00		
Cleveland, Akron and Columbus Ry.....	4 80		
Chicago, Cincinnati and Louisville Ry.....	137 25		
Chicago, Lake Shore and Eastern Ry.....	0 08		
Central Railway of Pennsylvania.....	1 00		
Canadian Northern Ry., Ontario.....	46 75		
Canadian Northern Ry., Quebec.....	102 25		
Duluth, Virginia and Rainy Lake Ry.....	0 40		
Erie Ry.....	317 75		
Fonda, Johnson and Gloverville Ry.....	8 00		
Greenwick and Johnsonville Ry.....	56 75		
Lake Shore and Michigan Southern Ry.....	551 75		
Louisville and Atlantic Ry.....	1 75		
Mississippi Central Ry.....	1 50		
Moshassuck Valley Ry.....	1 00		
Nashville, Chattanooga and St. Louis Ry.....	72 50		
Norwood and St. Lawrence Ry.....	286 50		
Pencoyd and Philadelphia Ry.....	0 75		
Quebec, Montreal and Southern Ry.....	759 70		
Quebec and Lake St. John Ry.....	109 50		
Spokane International Ry.....	2 00		
Toledo and Western Ry.....	6 00		
Toledo Railway and Terminal Co.....	20 80		
Temiskaming and Northern Ontario Ry.....	3 00		
Trinity and Brazos Valley Ry.....	40 00		
White River Ry.....	11 00		
		2, 652 33	
To Advances—			
W. J. Hughes.....	30 50		
J. W. C. McConnell.....	50 00		
Geo. Skeffington.....	25 55		
A. Galipeault.....	100 00		
James Friel.....	50 00		
A. Corriveau.....	150 00		
E. H. McAlpine.....	150 00		
		556 05	
			2, 529, 861 93

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON.  
Comptroller.



No. 9.—INTERCOLONIAL RAILWAY .

STATEMENT OF AVERAGES, YEAR ENDED MARCH 31, 1908.

Mileage of railway.....		1,448.62
Engine mileage.....		7,862,446
Total train mileage.....		7,335,000
Total car mileage.....		96,706,576
Ratio of earnings to gross earnings—		Per cent.
Passenger.....		29.56
Freight.....		66.00
Mail and express.....		3.81
Miscellaneous.....		0.63
Gross earnings per mile of railway.....	Dollars.	6,332.62
“ engine mile.....	Cents.	93.02
“ train mile.....	Dollars.	1.25
“ car mile.....	Cents.	9.49
Ratio of expenses to gross earnings—		Per cent.
Maintenance of way and structures.....		17.78
Maintenance of equipment.....		21.76
Conducting transportation.....		57.56
General expenses.....		2.72
Expenses per train mile—		
Maintenance of way and structures.....	Cents.	22.24
Maintenance of equipment.....	“	27.22
Conducting transportation.....	“	71.99
General expenses.....	“	3.40
Expenses per mile of railway—		
Maintenance of way and structures.....	Dollars.	1,125.87
Maintenance of equipment.....	“	1,378.13
Conducting transportation.....	“	3,645.21
General expenses.....	“	172.27
Locomotive and car repairs, per locomotive and car—		
Locomotives.....	Dollars.	2,116.76
Passenger cars.....	“	714.50
Freight cars.....	“	53.84
		.....

E. & O. E.,  
MONCTON.N.B.

S. L. SHANNON,  
Comptroller.



SESSIONAL PAPER No. 20

## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER.

MONCTON, N.B., July 18, 1908.

M. J. BUTLER, Esq., C.E.,  
Deputy Minister and Chief Engineer,  
Department Railways and Canals,  
Ottawa, Ont.

DEAR MR. BUTLER,—Herewith I send you the following statements in connection with the transactions of the last fiscal year:—

Statement of receipts.

Passenger statement.

Freight statement.

Comparative statement of principal freight carried.

Statement showing quantity of certain articles of freight carried.

Statement of coal shipped.

Yours very truly,  
D. POTTINGER,

## INTERCOLONIAL RAILWAY.

## STATEMENT OF RECEIPTS.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
1907.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
April.....	224,222 06	563,590 41	30,139 87	817,952 34
May.....	205,325 23	562,847 24	30,923 48	799,095 95
June.....	233,907 07	488,041 79	32,192 41	754,141 27
July.....	317,704 49	486,645 12	32,102 76	836,452 37
August.....	352,970 47	483,105 54	30,732 55	866,808 56
September.....	298,018 96	480,593 70	28,953 48	807,566 14
October.....	233,044 36	537,797 77	32,175 00	803,017 13
November.....	185,318 96	533,707 42	35,114 24	754,140 62
December.....	185,465 59	509,238 59	34,733 07	729,437 25
1908.				
January.....	161,459 38	463,971 43	31,452 49	656,883 30
February.....	142,930 29	433,758 95	29,235 68	606,024 92
March.....	171,050 12	511,195 49	59,793 34	742,038 95
1907-08.....	2,711,416 98	6,054,493 45	407,648 37	9,173,558 80
1906-07.....	2,542,432 38	5,418,106 76	345,446 55	8,305,985 69

J. R. BRUCE,  
*Traffic Auditor.*

S. L. SHANNON.  
*Comptroller.*



INTERCOLONIAL RAILWAY.  
PASSENGER STATEMENT.

Months.	LOCAL.		THROUGH.		TOTAL.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1907.						
April.....	178,198	6,269,803	16,172	6,334,927	194,370	12,604,730
May.....	191,681	6,798,351	19,350	5,039,195	211,031	11,837,546
June.....	208,457	8,852,167	14,221	3,241,467	222,678	12,093,634
July.....	285,632	12,352,592	19,736	4,116,044	305,368	16,468,636
August.....	316,400	12,180,565	28,904	6,149,681	345,304	18,330,246
September.....	256,303	11,164,069	23,267	4,880,260	279,570	16,044,329
October.....	212,867	7,822,862	16,583	3,393,751	229,450	11,216,613
November.....	191,244	6,065,521	9,993	3,342,032	201,237	9,407,553
December.....	205,925	7,167,067	13,561	3,680,810	219,486	10,847,877
1908.						
January.....	183,383	5,879,343	10,320	3,471,539	193,703	9,350,882
February.....	168,496	4,942,466	10,283	2,890,138	178,779	7,832,604
March.....	195,300	6,006,463	13,095	3,596,477	208,395	9,602,940
1907-08.....	2,593,886	95,501,269	195,485	50,136,321	2,789,371	145,637,590
1906-07 (12 mos.)..	2,433,492	95,717,499	252,956	49,034,909	2,686,448	144,752,408

J. R. BRUCE,  
Traffic Auditor.

S. L. SHANNON.  
Comptroller.

INTERCOLONIAL RAILWAY.  
FREIGHT STATEMENT.

Months.	LOCAL.		THROUGH.		TOTAL.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1907.						
April.....	269,311	60,080,679	84,321	41,244,321	353,632	101,325,000
May.....	317,545	66,153,857	80,531	36,914,896	398,076	103,068,753
June.....	270,375	44,956,297	67,485	34,353,961	337,860	79,310,258
July.....	259,755	40,580,236	75,545	33,710,369	335,300	74,290,605
August.....	250,712	41,324,156	76,854	31,258,173	327,566	72,582,329
September.....	227,439	40,157,183	83,017	34,683,029	310,456	74,840,212
October.....	225,022	44,909,731	87,198	41,732,748	342,220	86,642,479
November.....	259,480	46,029,985	83,540	39,790,003	343,020	85,819,988
December.....	274,812	50,531,246	84,092	42,714,404	358,904	93,245,650
1908.						
January.....	267,068	63,158,334	59,131	26,409,790	326,199	89,568,124
February.....	279,613	64,866,503	49,210	24,497,989	328,823	89,364,492
March.....	296,303	60,428,184	75,705	34,802,287	372,008	95,230,471
1907-08.....	3,227,435	623,176,391	906,629	422,111,970	4,134,064	1,045,288,361
1906-07 (12 mos.)..	2,663,101	504,707,165	811,188	412,163,612	3,474,289	916,870,777

J. R. BRUCE,  
Traffic Auditor.

S. L. SHANNON.  
Comptroller.



INTERCOLONIAL RAILWAY.  
COMPARATIVE Statement of Principal Freight Carried over the I.C.R.

Description.	Year ended March 31, 1907 (12 mos.)	Year ended March 31, 1908.
<i>Products of Agriculture.</i>	Tons.	Tons.
Grain.....	64,064	100,379
Flour.....	156,613	152,862
Potatoes.....	25,467	37,608
Hay.....	45,275	38,018
Apples, fruit and vegetables.....	12,888	20,408
Other mill products.....	39,145	37,048
Cotton.....	*	4,220
<i>Products of Animals.</i>		
Hogs and horses.....	6,680	7,942
Sheep and cattle.....	13,214	9,189
Lambs.....	*	1,845
Dressed meats.....	8,437	14,148
Poultry and game.....	*	1,661
Fish, fresh and salted.....	24,538	32,740
Oysters.....	1,370	1,471
Wool.....	*	462
Hides and leather.....	13,623	5,482
<i>Products of Mines.</i>		
Coal and coke.....	782,447	1,145,097
Ore.....	68,616	60,704
Sand, stone, &c.....	148,950	157,152
Slate and granite.....	*	655
Salt.....	*	5,317
Phosphate.....	*	2,355
<i>Products of Forest.</i>		
Lumber.....	481,933	500,990
Bark.....	15,834	20,034
Cordwood.....	83,503	67,823
Pulpwood.....	232,653	286,242
Woodpulp.....	*	17,243
Shingles.....	75,104	92,281
Other forest products.....	105,560	167,310
<i>Manufactures.</i>		
Petroleum and oils.....	*	22,205
Sugar.....	57,636	46,821
Iron and steel rails.....	†398,567	467,887
Iron, pig and bloom.....		
Wire rods.....		
Steel billets.....		
Other castings and machinery.....		
Bar and steel metals.....	74,692	97,061
Brick, lime and cement.....		
Agricultural implements.....	*	3,825
Furniture.....	*	4,200
Immigrant's effects.....	*	232
Miscellaneous.....	537,480	503,147
Grand total.....	3,474,289	4,134,064



INTERCOLONIAL RAILWAY.

STATEMENT Showing Quantity of the Undermentioned Articles Carried over the I.C.R. during Fiscal Year ended March 31, 1908.

Articles.	Via St. John.	Via Ste. Rosalie.	Via Montreal.	For Local Stations.	Totals.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, west bound.....	Nil.	Nil.	912	4,371	5,283
Refined sugar, west bound.....	723	5,280	10,555	21,073	37,631
European freight, west bound.....	16	1,686	8,536	42,363	52,601
“                    east                    “.....	503	754	8,016	*92,178	101,451
Grain for shipment, east bound.....	Nil.	Nil.	Nil.	Nil.	Nil.
Fresh fish.....	1,353	199	3,288	6,224	11,064
Salt fish.....	1,976	661	2,856	7,034	12,527
Coal.....	4,245	22	173	1,061,694	1,066,134

\* Includes 69,020 tons deals.

J. R. BRUCE,  
Traffic Auditor.

S. L. SHANNON.  
Comptroller.

INTERCOLONIAL RAILWAY.

STATEMENT of Coal Shipped over the I.C.R. during Fiscal Year ended March 31, 1908.

From	FOR THE WEST.			For Local Stations.	Total.
	Via St. John.	Via Ste. Rosalie.	Via Montreal.		
	Tons.	Tons.	Tons.	Tons.	Tons.
Stellarton.....	33	22	47	429,854	429,956
Westville.....				36,036	36,036
New Glasgow.....	4,212			118,543	122,755
Point Tupper.....				81,359	81,359
North Sydney.....			103	90,074	90,177
Sydney.....				9,895	9,895
Debert.....				2,014	2,014
Springhill Junction.....			23	125,713	125,736
Maccan.....				130,735	130,725
Norton.....				33,853	33,853
Coal Branch.....				163	163
Harcourt.....				3,465	3,465
	4,245	22	173	1,061,694	1,066,134

J. R. BRUCE,  
Traffic Auditor.

S. L. SHANNON.  
Comptroller.



WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., June 20, 1908.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended March 31, 1908:—

- No. 1. Revenue account.
- No. 2. Maintenance of way and structures.
- No. 3. General balance.
- No. 4. Statement of earnings.

I also send you the report of the engineer of maintenance on the condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by the Dominion Atlantic Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the government, the latter maintaining the line.

The gross earnings for the year show an increase of \$1,300.02 over the corresponding twelve months, April 1, 1906, to March 31, 1907, as follows:—

Earnings 1907-8.. . . .	\$56,430 41
Earnings 1906-7.. . . .	55,130 39
• Increase.. . . .	<u>\$ 1,300 02</u>

The increase was in freight traffic and in mails and sundries. There was a slight decrease in passenger traffic.

The net earnings for the year were \$18,518.30.

At Windsor the old station was converted into a baggage room and store room; the station platform was extended and a siding put in as described in the report on capital expenditure by the chief engineer of the Intercolonial Railway.

The engineer of maintenance reports that this line has been kept in its usual condition, being equally as good as heretofore.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

*General Manager, Government Railways.*

M. J. BUTLER, Esq., C.E.,  
Deputy Minister and Chief Engineer,  
Department Railways and Canals,  
Ottawa, Ont.



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No. 1.—WINDSOR BRANCH RAILWAY.  
REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1908.

Expenditure.	\$ cts.	Earnings.	\$ cts.
Maintenance of way and structures.....	37,912 11	Passenger earnings.....	14,409 87
Balance.....	18,518 30	Freight earnings.....	40,865 03
		Mail earnings.....	1,155 51
	56,430 41		56,430 41

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON.  
Comptroller.

No. 2.—WINDSOR BRANCH RAILWAY.  
MAINTENANCE OF WAY AND STRUCTURES, YEAR ENDED MARCH 31, 1908.

	cts.
Repairs of roadway.....	17,965 71
Renewals of rails.....	7,044 64
Renewals of ties.....	7,050 70
Repairs and renewals of bridges and culverts.....	1,465 84
Repairs and renewals of fences, road crossings, signs and cattle guards.....	1,126 38
Repairs and renewals of buildings and fixtures.....	2,515 87
Repairs and renewals of docks and wharfs.....	551 28
Stationery and printing.....	15 02
Other expenses.....	176 67
	37,912 11 1/2

E. & O. E.,  
MONCTON, N.B.,

S. L. SHANNON.  
Comptroller.

No. 3.—WINDSOR BRANCH RAILWAY.  
GENERAL BALANCE, YEAR ENDED MARCH 31, 1908.

Dr.	\$ cts.	Cr.	\$ cts.
To Stores department.....	49,240 41	By Dominion Account.....	49,375 74
Dominion Atlantic Railway.....	135 33		
	49,375 74		49,375 74

E. & O. E.,  
MONCTON, N.B.

S. L. SHANNON,  
Comptroller.



No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT OF RECEIPTS—ONE-THIRD EARNINGS.

Month.		Passenger Earnings.	Freight Earnings.	Mail Earnings.	Totals.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
April	1907.	749 04	3,104 82	95 68	3,949 54
May	"	783 69	2,482 13	95 68	3,361 50
June	"	1,325 91	1,876 60	95 68	3,298 19
July	"	1,486 85	2,979 11	96 90	4,562 86
August	"	2,281 36	2,316 86	96 90	4,695 12
September	"	2,610 99	4,098 17	96 91	6,806 07
October	"	1,475 54	5,627 92	96 91	7,200 37
November	"	762 97	5,006 19	96 91	5,866 07
December	"	1,037 79	3,285 04	96 90	4,419 73
January	1908.	531 64	3,717 31	95 68	4,344 63
February	"	626 95	3,211 28	95 68	3,933 91
March	"	737 14	3,159 60	95 68	3,992 42
		14,409 87	40,865 03	1,155 51	56,430 41

E. & O. E.,

S. L. SHANNON,  
Comptroller.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

MONCTON, N.B., May 30, 1908.

SIR,—I have the honour to submit herewith the report of the Maintenance of the Windsor Branch for the year ending March 31, 1908.

TRACK.

During the year 74,831 feet of 4-inch and 4½-inch rails were taken out of the track and the same quantity of 4½-inch rails relaid.

TIES.

19,507 ordinary ties and 16 sets of switchties were renewed during the year.

SWITCHES AND SEMAPHORES.

During the year necessary repairs were made to all switches and semaphores. One new switch was installed during the year.

FENCING.

Necessary repairs were made to existing fences.

SIDINGS.

During the year 1,484 feet of additional siding accommodation has been provided.

WHARFS AND TRESTLES.



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## BRIDGES AND CULVERTS.

*Repairs.*

Ste. Croix, bridge.  
Windsor, Cow bridge.

Windsor, culverts.  
Between Windsor and Newport, culverts.

## BUILDINGS AND PLATFORMS.

*Repairs.*

Mount Uniacke, station.  
Windsor, platform.  
Windsor, customs room for bonded goods.

Ellershouse, station platform.  
Hartville, platform.

## GENERAL.

Necessary repairs were made to cattle-guards, road crossings and gates throughout the line where required.

Glazing was done and glass put in where required.

Outhouses and approaches to public road crossings were whitewashed where required.

Semaphores, signals and switches were painted when required.

Necessary repairs were made to trollies, hand cars and wheel-barrows throughout the line.

I find that the Windsor Branch has been kept in its usual condition, being equally as good as heretofore.

I have the honour to be, sir,  
your obedient servant,

T. C. BURPEE,  
Engineer of Maintenance of Way and Works.

D. POTTINGER, Esq.,  
General Manager, Government Railways,  
Moncton, N.B.

## PRINCE EDWARD ISLAND RAILWAY.

## OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N. B., June 30, 1908.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway for the fiscal year ended March 31, 1908.

I inclose the report of the superintendent, including statements of the various accounts, also the report of the chief engineer on the works charged to capital account.

The mileage of the railway was the same as last year, 267:5 miles.

The expenditure on capital account during the year was \$390,461.83.

This makes the total cost of the railway on March 31, 1908, \$7,697,761.04. Of this expenditure during the year \$229,875.71 was on account of increased accommodation at Charlottetown. The details of this work as well as explanations in regard to a number of other expenditures on capital account will be found in the reports of the superintendent and of the chief engineer.



SESSIONAL PAPER No. 20

The rolling stock was increased by the purchase of four heavy locomotives from the Canadian Locomotive Company, Kingston, Ont., which were received in December last, and by the construction in the railway workshops at Charlottetown of twenty-three box freight cars, all of which were charged to capital.

The working expenses for the year were.. . . . .	\$ 399,947 79
The gross earnings were.. . . . .	304,579 83
	<hr/>
Difference.. . . . .	\$ 95,367 96
	<hr/>

The gross earnings for the year show an increase of \$21,317.60 over the corresponding twelve months, April 1, 1906, to March 31, 1907, the increase being in both passenger and freight traffic and also in mails and sundries.

There was an increase of \$40,358.87 in the working expenses compared with the corresponding twelve months, April 1, 1906, to March 31, 1907.

The necessary work was done to maintain the permanent ways and works and the rolling stock, and they are in a state of efficiency.

I have the honour to be sir,  
your obedient servant,

D. POTTINGER,  
*General Manager Government Railways.*

M. J. BUTLER, Esq., C.E.,  
Deputy Minister and Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE.

CHARLOTTETOWN, P.E.I., May 11, 1908.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island Railway for the fiscal year ended March 31, 1908.

I also enclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor and the mechanical accountant and storekeeper:—

- No. 1. Capital account.
- 2. Revenue account.
- 3. Maintenance of way and structures.
- 4. Maintenance of equipment.
- 5. Conducting transportation.
- 6. General expenses.
- 7. General stores account.
- 8. General balance.
- 9. Statement of averages.
- Statement of receipts.
- Passenger statement.
- Freight statement.
- Descriptive statement of freight transported.
- A. Statement showing the number of locomotives and the various classes of cars.
- B. Statement showing the mileage made and the coal, oil and waste consumed by locomotives.

The mileage of the railway in operation on March 31, 1908, was 267.5 miles.



Capital Account.

The total expenditure to March 31, 1907 was. . . . .		\$7,307,299 21
The additions during the year were as follows:—		
Increased accommodation at Charlottetown.	\$229,875 71	
Improvements, Summerside. . . . .	250 00	
Murray Harbour Branch. . . . .	8,002 57	
Agent's dwelling, Bear River. . . . .	1,525 79	
Extension to wharf at Souris. . . . .	51,159 05	
New machinery. . . . .	35,456 50	
Rolling stock. . . . .	73,281 21	
		<hr/>
		\$399,550 83
LESS—Cheques paid in Ottawa:—		
Cardigan & Montague Branch. . . . .	\$6,049 00	
Vernon River Branch. . . . .	2,540 00	
Extension of rails along the water front, Charlottetown. . . . .	500 00	
		<hr/>
		9,089 00
		<hr/>
		390,461 83
		<hr/>
		\$7,697,761 04
		<hr/> <hr/>

Increased accommodation at Charlottetown—

A car shop and an erecting shop and a freight shed with offices have been built at Charlottetown.

Improvements, Summerside—

This was to pay Mr. Geo. Bishop for closing up a right of way across the railway track to his property.

Murray Harbour Branch—

This was to settle land damages and legal expenses.

Agent's dwelling, Bear River—

A plot of land was purchased and a dwelling erected thereon for the agent.

Extension to wharf at Souris—

This work is still in hand, and will probably be completed the current year.

New machinery—

A quantity of modern machinery has been purchased to equip the new shops with.

Rolling stock—

Four locomotives were purchased from the Kingston Locomotive Works and 23 box freight cars were built by the railway works at Charlottetown.

REVENUE ACCOUNT.

The increase in earnings is fairly satisfactory, considering that this year we were at a disadvantage, as in the previous year navigation closed early and opened later, and a larger traffic than customary was handled at Georgetown.

The crops for the year 1907 were probably the largest in the history of the province, and the prices obtained were above the average.

The fisheries were very productive and good prices prevailed.



SESSIONAL PAPER No. 20

The gross earnings and working expenses for the year compare as follows:—

Gross earnings.. . . . .	\$ 304,579 83
Working expenses.. . . . .	399,947 79
Difference.. . . . .	\$ 95,367 96

The gross earnings compare with the previous year as follows:—

In 1906-7.. . . . .	\$ 283,262 23
1907-8.. . . . .	304,579 83
Increase.. . . . .	\$ 21,317 60

The earnings from passenger traffic compare as follows:—

In 1906-7.. . . . .	\$ 123,128 20
1907-8.. . . . .	132,382 76
Increase.. . . . .	\$ 9,254 56

The earnings from freight traffic compare as follows:—

In 1906-7.. . . . .	\$ 136,779 09
1907-8.. . . . .	146,280 99
Increase.. . . . .	\$ 9,501 90

The earnings from mails and sundries compare as follows:—

In 1906-7.. . . . .	\$ 23,354 94
1907-8.. . . . .	25,916 08
Increase.. . . . .	2,561 14

The number of passengers carried compare as follows:—

In 1906-7.. . . . .	300,771
1907-8.. . . . .	317,828
Increase.. . . . .	17,057

The weight of freight carried compare as follows:—

	<i>Tons.</i>
In 1906-7.. . . . .	90,660
1907-8.. . . . .	97,250
Increase.. . . . .	6,590

WORKING EXPENSES.

The working expenses for the year have been very heavy. Three new first-class passenger cars were built to replace the same number of old cars condemned. This was rendered necessary in consequence of the steady increase in passenger traffic. A new station was erected at Tracadie to take the place of the one burned. A new freight shed was erected at Summerside to replace a wooden building burned. Additions were made to the coal sheds at Tignish and Souris. A dwelling was erected at Kensington for the agent. Increases in wages and salaries were given the men of the mechanical



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and road departments and some others, and a contribution to the provident fund. In all upwards of \$44,000 was used for extraordinary purposes.

The working expenses compare with the previous year as follows:—

In 1906-7.. . . .	\$ 359,588 92
1907-8.. . . .	399,947 79
<hr/>	
Increase.. . . .	\$ 40,358 87

The averages compare with the previous year as follows:—

Per mile run by locomotives.

In 1906-7.. . . .	82·30
1907-8.. . . .	90·49

Per mile run by trains.

In 1906-7.. . . .	112·23
1907-8.. . . .	120·75

Expenditure per mile of railway.

In 1906-7.. . . .	\$ 1,060 48
1907-8.. . . .	1,497 92

TRACK.

Twenty-eight thousand eight hundred and seventy-two railway track ties, twenty-six sets switch ties and twenty-seven switch head-blocks with frames were renewed.

One thousand cull ties were used in yards and sidings.

Seven hundred and twenty feet of 56-lb. steel rails were laid on back of wye at Mt. Stewart and 300 feet of 56-lb. steel rails laid in yard to replace old iron rails. Six hundred and sixty feet of 80-lb. steel rails were laid on main line near Charlottetown, and a new steel frog and a set of switch gear put in. One mile of 56-lb. steel rails were laid on main line between Charlottetown and Royalty Junction to replace 50-lb. steel rails.

Twenty hand cars received general repairs.

SIDINGS.

At Conway the siding was extended 52 feet.

At Summerside the scale siding was extended 132 feet and 180 feet 56-lb. steel rails were laid in yard to replace iron rails.

At Emerald the engine house siding was extended 90 feet.

At Hunter River 74 feet of 56 lb. steel rails were laid on siding to replace iron rails.

At Royalty Junction the eastern division of the main line was extended 441 feet with 56-lb. steel rails so as to allow trains to run alongside of each other in order to transfer freight and baggage quickly.

At McNeill's mill siding was shifted and ballasted.

At Souris 300 feet of new siding, a new frog and a set of switch gear were put in at back of coal shed to unload coal more conveniently.

At Harmony siding was extended 643 feet and made a through siding.

At Marie the siding was extended 150 feet.

At Douglas a new siding, 270 feet, was put in.

At Vernon the siding was extended 50 feet.

At Uigg the siding was extended 160 feet and made a through siding.

At Hopefield the siding was extended 136 feet.



## SESSIONAL PAPER No. 20

## FENCING.

There were 28,987 feet of Page wire fence erected on cedar posts; 4,150 feet permanent snow fence built; 1,275 feet snow fence rebuilt, and 162 panels of portable snow fence, 8 and 10 feet long, built and placed where most needed. During the fall and winter a large quantity of temporary snow fence was erected with brush and other material.

All fences requiring repairs received attention.

## BALLASTING.

Four hundred and fifty-one cars of ballast were distributed on main line.

Two hundred and sixty-nine cars of ballast were distributed in places where most needed.

## BRIDGES.

At West Devon, St. Peter's, Midgell and Pine Brook bridges received new coverings of hard pine ties and coverings were painted.

At Mt. Stewart, Peakes and Perth bridges received hard pine ties.

All other bridges were examined and repairs made where necessary.

## CULVERTS.

At Tignish a new cast iron pipe culvert, 36 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Deblois and Bloomfield new wooden culverts were built.

At Mt. Stewart a new cast-iron pipe culvert was put in to replace a wooden one.

At Pisquid two cast-iron pipe culverts were put in to replace wooden culverts.

At Peakes a concrete culvert pipe, 18 inches in diameter, 32½ feet long, was put in to replace a blind drain.

Thirty-six wooden culverts were rebuilt and a number repaired with new timber.

Fifty-six cattle-guards were renewed with hemlock ties, hard pine, stringers, hemlock mud sills, hemlock timber and wall plates.

A new farm crossing was put in near St. Charles.

Seven cattle-guards were rebuilt.

## WHARFS AND BREASTWORKS.

At Summerside 35 feet of wharf was rebuilt with hemlock piles, hemlock timber and plank. In repairing portion of wharf damaged by steamer *Empress*, the following material was used: 13 creosoted piles, 27 hemlock piles, 16 tons timber, 4,628 superficial feet of hemlock deals, 324 feet hard pine and 958 lbs. iron for drift bolts. Repairs were made to breastwork at Mill siding.

At Alberton repairs were made to wharf.

At Charlottetown breastwork was repaired.

At St. Peters a portion of the breastwork, 78 feet long, was repaired, for which purpose 6 cars brush, 37 cart loads of brush and a large number of old ties were used.

At Marie 220 feet of concrete sea wall was built.

## BUILDINGS AND PLATFORMS.

Tignish.—The engine-house was repaired. Storm doors were placed on agent's dwelling. An addition to coal shed, consisting of 100 feet, and a new coal shed for agent were built. A new station platform, 40 feet, was made. Windows in agent's dwelling and engine-house were repaired and glazed.

Alberton.—Repairs were made to agent's dwelling and freight house. Warehouse on wharf received a new roof.



8-9 EDWARD VII., A. 1909

Piusville.—A new loading platform was built and station doors repaired.

St. Louis.—A new loading platform was built.

Elmsdale.—A new loading platform was built.

Bloomfield.—Cattle pen was repaired.

Duvar.—The station platform was renewed.

Coleman.—A new ticket office was placed in station and station windows repaired and glazed

McNeill's Mill.—Repairs were made to station.

Port Hill.—Repairs were made to station and platform. Agent's dwelling was papered.

Northam.—A new loading platform was built.

Richmond.—A new loading platform was built.

Summerside.—Telegraph office was sheathed and painted and a new floor put in it. A new door and circle ticket window were placed in ticket office. The office in new freight shed was sheathed and painted and new desks made and placed in it. A new door was placed on engine-house. Agent's dwelling was painted inside and outside. Station was repaired. Coal shed was repaired and new coal trucks built.

Kensington.—A new station platform was built and a new station lamp put up.

Freetown.—Repairs were made to station platform.

Emerald.—Engine-house and station platform were repaired. A new flue was built in agent's dwelling

Cape Traverse.—Station was shingled and painted inside. Office and dwelling were sheathed and dwelling painted. A new door was put on waiting-room.

Breadalbane.—A new concrete platform was put down and a new section tool house built.

Hunter River.—Agent's dwelling was papered and painted inside and outside.

North Wiltshire.—Waiting-room and office were sheathed and painted and new floors put in them.

Royalty Junction.—Station was raised and moved 15 feet and received new sills and foundations. Waiting-room and office were sheathed and received new floors. A new floor was put in freight house and a new concrete platform put down at west end of station. Waiting-room and office were painted.

Souris.—An addition to coal shed, 50 feet by 21 feet, and a coal hoist were built. Engine-house was repaired. Waiting-rooms and office of station were painted.

Bear River.—A well was sunk for agent.

St. Peter's.—A new coal shed, 14 x 40 feet, was built and repairs made to station platform. Agent's dwelling was painted inside and outside.

Morell.—A new floor was put in waiting room and 3 pairs of new sashes placed in dwelling. Roof of agent's kitchen received a new covering.

Ashton.—A concrete reservoir was put in tank.

Dundee.—The station platform was renewed.

Douglas.—The station platform was renewed.

Mt. Stewart.—Waiting-rooms and office were painted. A new roof was placed on coal shed, also one on section tool-house. Repairs were made to agent's dwelling, station and platform.

Tracadie.—A new caretaker's station, 20 x 40 feet, was built, also a new platform. Station was painted.

Bedford.—New section tool-house, 12 x 20 feet, was built to replace the former one which was destroyed by fire.

Cardigan.—A new section tool-house, 14 x 22 feet, was built, also a new pantry and pump-house for agent. A new door was placed on the freight house and necessary repairs made to station and platform.

Montague.—A Haggis tank was supplied.

Georgetown.—A coal hoist for coaling engines was built and repairs made to engine-house.



SESSIONAL PAPER No. 20

Village Green.—The station platform was extended 62 feet.

Mt. Herbert.—Repairs were made to station door.

Vernon.—A new loading platform was built.

Murray Harbour.—Sixty-six feet of new loading platform was built. All other buildings were repaired where necessary.

STORES.

The value of stores purchased was.. . . .	\$ 154,304 36
The value of stores used was.. . . .	135,497 30
The value of material sold was.. . . .	4,042 16

The value of stores on hand at the end of the year was:—

Miscellaneous.. . . .	\$ 57,305 80
Fuel.. . . .	14,615 91
Roadway and bridge material.. . . .	9,644 50
	<hr/>
	\$ 81,566 21
	<hr/>

GENERAL.

The rolling stock, road-bed and buildings have all received generous attention and are in a state of efficiency.

I enclose a return of casualties which occurred during the year.

I have the honour to be, sir,  
your obedient servant,

G. A. SHARPE,  
*Superintendent.*

D. POTTINGER, Esq., I.S.O.,  
General Manager Canada Government Railways,  
Moncton, N.B.



8-9 EDWARD VII., A. 1909

No. 1.—PRINCE EDWARD ISLAND RAILWAY.  
CAPITAL ACCOUNT—TWELVE MONTHS ENDED MARCH 31, 1908.

1907. March 31..	Dr.		\$ cts.	1907. March 31..	Cr.	\$ cts.
1908. March 31..	To cost of P.E.I. Railway to date.....		7,307,299 21	By Dominion of Canada.....		7,307,299 21
	To increase accommodation, Charlottetown Improvements at Summerside.....	229,875 71		1908. March 31 .	By Dominion of Canada.....	390,461 83
	Murray Harbour Branch.....	8,002 57				
	Agent's dwelling, Bear River.....	1,525 79				
	Extension to wharf at Souris.....	51,159 05				
	New Machinery.....	35,456 50				
	Rolling stock.....	73,281 21				
		\$ 399,550 83				
	Less Cheques paid in at Ottawa - Cardigan and Montague Br...\$ 6,049 00 Vernon River Branch..... 2,540 00 Extension of rails along the Water Front Charlotte- town..... 500 00		9,089 00			
			390,461 83			
			7,697,761 04			7,697,761 04

E. & O. E.,  
CHARLOTTETOWN, P.E.I.  
W. T. HUGGAN,  
Accountant and Auditor.



SESSIONAL PAPER No. 20

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT—TWELVE MONTHS ENDED MARCH 31, 1908.

Expenditure.	\$ cts.	Earnings.	\$ cts.
Maintenance of way and structures.....	118,142 53	Passenger earnings.....	146,280 99
Maintenance of equipment.....	72,309 47	Freight earnings.....	132,382 76
Conducting transportation.....	195,082 03	Mails and express earnings.....	25,916 08
General expenses.....	14,413 76		
	399,947 79	Balance.....	304,579 83
			95,367 96
	399,947 79		399,947 79

E. & O. E.,  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES—TWELVE MONTHS ENDED MARCH 31, 1908.

	\$ cts.
No. 1. Repairs to roadway.....	77,525 00
2. Renewals of rails.....	1,341 19
3. " ties.....	9,375 45
4. Repairs and renewals of bridges and culverts.....	1,057 41
5. " fences, road crossings, signs and cattle-guards.....	6,373 90
6. " buildings and fixtures.....	20,430 87
7. " docks and wharfs.....	1,927 12
9. Stationery and printing.....	211 01
Total.....	118,241 95
LESS—	
8. Repairs and renewals of telegraph.....	99 42
	118,142 53

E. & O. E.,  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF EQUIPMENT—TWELVE MONTHS ENDED MARCH 31, 1908.

	\$ cts.
No. 11. Superintendence.....	6,065 06
12. Repairs and renewals of locomotives.....	23,602 63
13. " passenger cars.....	23,237 58
14. " freight cars.....	8,507 90
15. " work cars.....	1,899 38
17. " shop machinery and tools.....	5,018 36
18. Stationery and printing.....	295 13
19. Other expenses.....	3,683 43
	72,309 47

E. & O. E.,  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*



8-9 EDWARD VII., A. 1909

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

CONDUCTING TRANSPORTATION—TWELVE MONTHS ENDED MARCH 31, 1908.

		\$	cts.
No. 20.	Superintendence.....	8,122	46
21.	Engine and roundhouse men.....	35,993	72
22.	Fuel for locomotives.....	46,962	38
23.	Water supply for locomotives.....	2,533	29
24.	Oil tallow and waste for locomotives.....	2,472	24
25.	Other supplies for locomotives.....	632	56
26.	Train service.....	31,582	23
27.	Train supplies and expenses.....	6,537	07
28.	Switchmen, flagmen and watchmen.....	5,677	49
29.	Telegraph expenses.....	6,796	17
30.	Station service.....	43,078	47
31.	Station supplies.....	5,919	20
35.	Loss and damage.....	881	24
37.	Clearing wrecks.....	188	86
38.	Elevation and long shore labour.....	199	00
39.	Advertising.....	624	73
45.	Stationery and printing.....	5,701	29
46.	Other expenses.....	36	25
Total.....		203,938	65
LESS:—			
34.	Hire of equipment.....	\$8,165	12
44.	Rents of buildings and other property.....	69	50
		8,856	62
		195,082	03

E. & O. E.,  
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W. T. HUGGAN,  
*Accountant and Auditor.*

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL EXPENSES—TWELVE MONTHS ENDED MARCH 31, 1908.

		\$	cts.
No 47.	Salaries of general officers.....	1,560	00
48.	Salaries of clerks and attendants.....	5,349	28
49.	General office expenses and supplies.....	1,020	46
50.	Insurance.....	4,438	43
51.	Law expenses.....	249	15
52.	Stationery and printing, general offices.....	547	68
53.	Other expenses.....	1,248	76
		14,413	76

E. & O. E.,  
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W. T. HUGGAN,  
*Accountant and Auditor.*



No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL STORES ACCOUNT—TWELVE MONTHS ENDED MARCH 31, 1908.

1907.	DR.	\$	cts.	\$	cts.	\$	cts.
March 31...	To balance brought forward.....					66,801	31
1908.							
March 31...	Tc Purchases during the year.....			144,064	33		
	Charges from other departments.....			6,529	13		
	Pay rolls.....			3,710	90		
						154,304	36
						221,105	67
	CR.						
March 31...	By Issues during the year.....					139,539	46
	Balance { Ordinary stores, including stationery.....	57,305	80	{			
	Fuel.....	14,615	91	{		81,566	21
	Roadway and bridge material.....	9,644	50	{			

E. & O. E.,  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
Accountant and Auditor.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE—TWELVE MONTHS ENDED MARCH 31, 1908.

DR.	\$	cts.	CR.	\$	cts.
General stores.....	81,566	21	Dominion account.....	101,203	31
Post Office Department.....	12,411	82	Rhodes, Curry & Company.....	1,433	20
Cash.....	2,464	16	Unclaimed wages.....	563	51
Station agents.....	2,442	03	Stores expenses.....	50	31
Accident Insurance.....	2,225	69	Suspense account.....	30	15
Railway extension, Charlottetown.....	812	83	New York, New Haven & Hartford Ry.	6	41
Department of Militia and Defence...	603	80	Dominion Atlantic Ry.....	2	90
Intercolonial Ry.....	444	33			
Canadian Express Company.....	133	68			
Anglo-American Telegraph Company...	46	43			
Sidney Grey.....	45	87			
Judge Weatherbie.....	30	00			
John McKinnon.....	12	75			
Bursar, St. Dunstan's College.....	10	80			
Rents.....	7	00			
Canadian Northern Ry.....	5	40			
Chicago & North-Western Ry.....	3	06			
Charlottetown Steam Navigation Co....	1	37			
Eastern Steamship Company.....	5	35			
Lake Shore & Michigan Southern Ry. .	0	15			
Northern Pacific Ry.....	1	00			
Pennsylvania Ry.....	1	60			
Southern Pacific Ry.....	0	53			
Wabash Ry.....	13	93			
	103,289	79		103,289	79

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Accountant and Auditor.



8-9 EDWARD VII., A. 1909

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF AVERAGES FOR TWELVE MONTHS ENDING MARCH 31, 1908.

Mileage of railway.....	267
Engine mileage.....	441,975
Total train mileage.....	331,232
Total car mileage.....	2,073,207
Ratio of earnings to gross earnings—	
Passenger.....	48.03
Freight.....	43.06
Mails and express.....	8.51
Gross earnings per mile of railway.....	Dollars 1,140.75
“ engine mile.....	Cents .. 68.91
“ train mile.....	Dollars 91.95
“ car mile.....	Cents .. 14.69
Ratio of expenses to gross earnings—	Per cent.
Maintenance of way and structures.....	38.79
Maintenance of equipment.....	23.74
Conducting transportation.....	64.05
General expenses.....	4.73
DETAILS OF EXPENSES PER TRAIN MILEAGES.	
Maintenance of way and structures—	
No. 1. Repairs of roadway.....	Cents. 23.40
2. Renewals of rails.....	“ 0.41
3. “ ties.....	“ 2.83
4. Repairs and renewals of bridges and culverts.....	“ 0.32
5. “ fences, road crossings, &c.....	“ 1.92
6. “ buildings and fixtures.....	“ 6.17
7. “ docks and wharfs.....	“ 0.58
8. “ telegraph (credit).....	“ 0.03
9. Stationery and printing.....	“ 0.07
Maintenance of equipment—	
No. 11. Re superintendence.....	Cents. 1.83
12. Repairs and renewals of locomotives.....	“ 7.13
13. “ passenger cars.....	“ 7.02
14. “ freight cars.....	“ 2.57
15. “ work cars.....	“ 0.57
17. “ shop, machinery and tools.....	“ 1.51
18. Stationery and printing.....	“ 0.09
19. Other expenses.....	“ 1.11
Conducting transportation—	
No. 20. Superintendence.....	Cents. 2.45
21. Engine and roundhouse men.....	“ 10.87
22. Fuel for locomotives.....	“ 14.18
23. Water supply for locomotives.....	“ 0.76
24. Oil, tallow and waste for locomotives.....	“ 0.75
25. Other supplies for locomotives.....	“ 0.19
26. Train service.....	“ 9.53
27. Train supplies and expenses.....	“ 1.97
28. Switchmen, flagmen and watchmen.....	“ 1.71
29. Telegraph expenses.....	“ 2.05
30. Station service.....	“ 13.01
31. Station supplies.....	“ 1.79
34. Hire of equipment (credit).....	“ 2.46
35. Loss and damage.....	“ 0.27
37. Clearing wrecks.....	“ 0.06
38. Operating marine equipment.....	“ 0.06
39. Advertising.....	“ 0.19
44. Rents of buildings and other properties (credit).....	“ 0.21
45. Stationery and printing.....	“ 1.72
46. Other expenses.....	“ 0.01
General expenses—	
No. 47. Salaries of general officers.....	Cents. 0.47
48. Salaries of clerks and attendants.....	“ 1.61
49. General office expenses and supplies.....	“ 0.31
50. Insurance.....	“ 1.34
51. Law expenses.....	“ 0.07
52. Stationery and printing (general offices).....	“ 0.17
53. Other expenses.....	“ 0.38
Expenses per mile of railway—	
Maintenance of way and structures.....	Dollars 442.48
Maintenance of equipment.....	“ 270.82
Conducting transportation.....	“ 730.64
General expenses.....	“ 53.98
Expenses per train mile—	
Maintenance of way and structures.....	Cents. 35.67
Maintenance of equipment.....	“ 21.83
Conducting transportation.....	“ 58.90
General expenses.....	“ 4.35
	120.75

E. & O. E.,  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
Accountant and Auditor.



## SESSIONAL PAPER No. 20

## PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE Statement of Freight Transported, Twelve Months ended March 31, 1908.

Products of	Commodity	Tons.
Agriculture.....	{ Grain.....	19,699
	{ Flour.....	3,978
	{ Other mill products.....	740
	{ Hay.....	1,689
	{ Tobacco.....	100
	{ Cotton.....	18
	{ Fruit and vegetables.....	2,268
Animals.....	{ Live stock.....	2,387
	{ Dressed meats.....	2,077
	{ Other packing house products.....	653
	{ Poultry, game and fish.....	3,373
	{ Wool.....	21
	{ Hides and leather.....	337
Mines.....	{ Anthracite coal.....	43
	{ Bituminous coal.....	4,846
	{ Ores.....	205
	{ Stone, sand, and other like articles.....	2,171
Forest.....	Lumber.....	12,915
Manufactures.....	{ Petroleum and other oils.....	721
	{ Sugar.....	863
	{ Naval stores.....	47
	{ Iron, pig and bloom.....	54
	{ Iron and steel rails.....	50
	{ Other castings and machinery.....	440
	{ Bar and sheet metal.....	216
	{ Cement.....	1,198
	{ Agricultural implements.....	455
	{ Wagons, carriages, tools, &c.....	127
	{ Wines, liquors and beers.....	341
	{ Household goods and furniture.....	356
Miscellaneous.....	Other commodities not mentioned above.....	34,862
	Total weight.....	97,250

E. & O. E.,  
CHARLOTTETOWN, P.E.I.W. T. HUGGAN,  
*Accountant and Auditor.*

## PRINCE EDWARD ISLAND RAILWAY.

## STATEMENT OF RECEIPTS.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
1907.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
April.....	8,611 45	11,836 78	2,781 21	23,229 44
May.....	8,597 47	15,259 10	1,858 92	25,715 49
June.....	9,222 11	12,980 78	1,753 97	23,956 86
July.....	18,823 81	12,940 81	1,865 69	33,630 31
August.....	17,803 16	11,374 47	1,816 18	30,993 81
September.....	14,326 81	10,258 32	1,816 18	26,401 31
October.....	12,791 44	13,106 92	1,761 24	27,659 60
November.....	9,947 47	18,789 66	1,904 49	30,641 62
December.....	9,925 21	11,122 31	1,828 97	22,876 49
1908—				
January.....	7,513 36	6,883 27	1,868 60	16,265 23
February.....	6,552 06	10,228 78	3,722 47	20,503 31
March.....	8,268 41	11,499 79	2,938 16	22,706 36
1907-08.....	132,382 76	146,280 99	25,916 08	304,579 83
1906-07.....	123,128 20	136,779 09	23,354 94	283,262 23

E. & O. E.,  
CHARLOTTETOWN, P.E.I.W. T. HUGGAN,  
*Accountant and Auditor.*



PRINCE EDWARD ISLAND RAILWAY.

FREIGHT STATEMENT.

Months.	1907-08.		1906-07.	
	Tons.	Mileage.	Tons.	Mileage.
April.....	7,164	269,586	4,268	145,278
May.....	9,662	346,100	9,936	336,695
June.....	8,377	304,074	9,313	316,542
July.....	8,509	374,883	6,759	251,073
August.....	7,381	273,912	6,190	206,282
September.....	6,551	150,754	6,494	223,013
October.....	8,779	286,129	12,712	424,226
November.....	13,351	447,621	10,092	334,571
December.....	7,635	253,887	8,520	333,549
January.....	4,095	188,556	4,863	219,114
February.....	7,361	338,615	4,803	180,701
March.....	8,385	344,642	6,710	244,169
	97,250	3,578,759	90,660	3,215,213

E. & O. E.,  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*

PRINCE EDWARD ISLAND RAILWAY.

PASSENGER STATEMENT.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1907—						
April.....	23,134	477,869	330	16,545	23,464	494,414
May.....	24,548	447,020	483	23,002	25,031	470,022
June.....	21,300	444,931	1,271	58,653	22,571	503,584
July.....	44,835	1,074,908	2,236	101,932	47,071	1,176,840
August.....	31,679	727,720	4,083	196,251	35,762	923,971
September.....	24,174	540,112	3,775	187,856	27,949	727,968
October.....	27,791	705,064	1,232	55,296	29,023	760,360
November.....	24,104	554,947	1,519	73,517	25,623	628,464
December.....	25,299	499,809	1,171	51,471	26,470	551,280
1908—						
January.....	18,040	404,926	416	20,116	18,456	425,042
February.....	15,296	352,309	135	6,742	15,431	359,051
March.....	20,617	423,647	360	12,815	20,977	436,462
1907-8 .....	300,817	6,653,262	17,011	804,196	317,828	7,457,458
1906-7 .....	284,041	6,129,419	16,730	794,870	300,771	6,924,289

E. & O. E.,  
CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,  
*Accountant and Auditor.*



SESSIONAL PAPER No. 20

A.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT Showing the Number of Locomotives and the Various Classes of Cars and other Rolling Stock on March 31, 1908.

	CLASSIFICATION OF CARS.														
	Locomotives.	1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Baggage.	Pav Car.	Vans.	Box Freight.	Refrigerator Cars.	Stock.	Coal.	Platform.	Total.
On hand, serviceable, March 31, 1907.....	27	22	12	5	4	3	5	1	2	248	3	21	22	146	494
Condemned, April 1, 1907.....	..	1	..	2	..	1	1	..	2	..	..	..	..	1	8
Total equipment, April 1, 1907.....	27	23	12	7	4	4	6	1	4	248	3	21	22	147	502
Purchased and charged to capital account....	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Built and charged to capital account.....	..	..	..	..	..	..	..	..	..	23	..	..	..	..	23
	31	23	12	7	4	4	6	1	4	271	3	21	22	147	525
Condemned, April 1, 1907.....	..	1	..	2	..	1	1	..	2	..	..	..	..	1	8
Condemned during the year.....	..	2	1	..	..	..	1	..	..	..	..	..	..	4	8
Rebuilt during the year.....	..	3	1	2	..	1	2	..	2	..	..	..	..	5	16
	..	3	..	..	..	..	..	..	..	..	..	..	..	2	5
To be rebuilt.....	..	..	1	2	..	1	2	..	2	..	..	..	..	3	11
Add serviceable and repairing.....	31	23	11	5	4	3	4	1	2	271	3	21	22	144	514
Total equipment, March 31, 1908....	31	23	12	7	4	4	6	1	4	271	3	21	22	147	525

S. F. HODGSON.  
Mechanical Accountant.

CHARLOTTETOWN, March 31, 1908.



8-9 EDWARD VII., A. 1909

B.—PRINCE EDWARD ISLAND RAILWAY.  
STATEMENT of Mileage, and Coal, Oil and Waste Consumed by the Locomotives for the Year ended March 31, 1908.

MONTHS.	Locomotive Mileage.	CONSUMPTION.				AVERAGE CONSUMPTION PER 100 MILES.			
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1907.	April.....	898	616	1,348	697	5,566	1·70	3·72	1·92
	May.....	1,064	572	1,464	671	6,003	1·44	3·68	1·69
	June.....	912	624	1,508	649	5,348	1·63	3·94	1·69
	July.....	1,078	832	1,896	776	5,120	1·76	4·02	1·64
	August.....	1,047	672	1,768	732	5,365	1·45	4·04	1·67
	September.....	989	620	1,664	742	4,994	1·39	3·75	1·67
	October.....	1,063	664	1,516	797	5,269	1·48	3·38	1·78
	November.....	1,042	712	1,304	742	5,524	1·68	3·08	1·75
	December.....	1,072	608	1,308	665	6,146	1·55	3·34	1·70
	January.....	954	532	1,308	613	6,348	1·57	3·86	1·81
	February.....	875	552	1,172	589	5,950	1·67	3·56	1·79
	March.....	895	516	1,100	558	5,961	1·53	3·27	1·65
Totals.....	475,882	11,889	7,520	17,356	8,231	5,596	1·58	3·64	1·73

S. F. HODGSON.  
*Mechanical Accountant.*

CHARLOTTETOWN, March 31, 1908.



SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS DURING PERIOD ENDED MARCH 31, 1908.

Cause of Accident.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed	Injured.	Killed	Injured.	Killed	Injured .	Killed	Injured .
1. Fell from cars or engine.....								
2. Jumping on or off trains or engines while in motion.....				1				1
3. At work on or near the track making up trains.....			1				1	
4. Putting arms or heads out of windows..								
5. Coupling cars.....								
6. Collisions, or by trains thrown from track.....								
7. Struck by engines or cars on highway crossings.....								
8. Walking, standing, lying, sitting or being on track.....				1				1
9. Explosions.....								
10. Striking bridges.....				35				35
11. Other causes.....								
Total.....			1	37			1	37

CHARLOTTETOWN, P.E.I., May 14, 1908.



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DETAILS of Accidents, for the period ending March 31, 1908.

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1907.				
April 10.	Russell Beer, apprentice, Charlottetown.	Charlottetown	Hand crushed between car wheels.	Hand crushed.
" 23.	John Cameron, pipe fitter, Charlottetown.	"	Slipped from ladder.	Knee injured.
" 15.	Parker White, section man, Murray River.	Hazelbrook	Fell while cleaning snow from under engine	Side injured.
May 14.	G. O. McLeod, station agent, Montague.	Montague	Strained lifting baggage.	Hemorrhage of lungs.
" 29.	John Cameron, boiler maker, Charlottetown.	Charlottetown	Strained side working on fire box.	Side injured.
June 5.	Theo. Nelson, machine hand, Charlottetown.	"	Lifting boiler plate.	Strained back.
" 11.	T. K. Stanlev, conductor, Charlottetown.	"	Fell between train and station platform.	Leg injured.
" 18.	John McInnis, laborer, Charlottetown.	"	Handling rails.	Finger crushed.
" 24.	David Enman, section foreman, Cape Traverse.	"	Lifting and cutting rails.	Ankle injured.
July 8.	Jas. Brodie, carpenter, Charlottetown.	Cape Traverse	Car door fell on foot.	Foot injured.
July 12.	B. C. Cox, conductor, Charlottetown.	Charlottetown	Fell off loading plank against car door.	Rib fractured.
" 18.	Geo. E. Lane, section labourer, Vernon.	Albany	Stumbled into culvert.	Leg injured.
" 26.	David Arbing, labourer, Summerside.	Millview	Struck by car, wheels passing over arm.	Arm severed.
" 29.	James O'Brien, section man, Morell.	Summerside	Bruised finger.	Finger injured.
Aug. 6.	J. J. McKenzie, section foreman, Selkirk.	Morell	Lifting track jack.	Knee injured.
" 14.	John Z. Hanson, section man, Charlottetown.	Ashton	Hand car left rails.	Shoulder injured.
" 15.	George Keefe, labourer, Charlottetown.	Charlottetown	Lifting track, was struck with handle of tracklifter.	Face injured.
" 17.	Arthur Clark, apprentice, Charlottetown.	"	Working at drilling machine.	Hand injured.
Sept. 3.	John Fitzpatrick, labourer, Summerside.	Summerside	Unloading car timber.	Testicle injured.
" 5.	Daniel P. McDonald, engine driver, Charlottetown.	Charlottetown	Struck with reversing lever on engine.	Perineum injured.
" 30.	Martin Walsh, carpenter, Charlottetown.	"	Lifting plank.	Rib fractured.
Oct. 4.	E. W. Farquharson, brakeman, Mount Stewart.	Mount Stewart	Jumping off train.	Ankle sprained.
Nov. 6.	Russell Beer, apprentice, Charlottetown.	Charlottetown	Unloading planer from car to shop.	Knee injured.
" 7.	Hubert Strickland, machineman, Charlottetown.	"	Struck with board from rip saw.	Abdomen injured.
Nov. 8.	A. L. Stitson, yardman, Charlottetown.	"	While attempting to get on rear of shunting engine was knocked down and run over.	Killed.
" 9.	Owen McQuaid, locomotive foreman, Charlottetown.	Elliotts	Getting off engine.	Ankle sprained.
" 25.	A. F. Calder, labourer, Charlottetown.	Charlottetown	Bruised finger with lifting jack.	Finger bruised.
Dec. 10.	James Merry, carpenter, Charlottetown.	"	Struck thumb with hammer.	Thumb injured.
" 27.	Isaac Clarke, baggageman, Cape Traverse.	Albany	Unloading cask oil.	Side injured.
1908.				
Jan. 14.	H. McDonald, carpenter, Charlottetown.	Charlottetown	Working on engine, stage collapsed.	Ribs fractured.
" 23.	A. C. Howatt, brakeman, Cape Traverse.	Emerald	Loading hogs.	Arm injured.
" 27.	B. C. Cox, conductor, Charlottetown.	Murray Harbour	Stepped into drain.	Knee injured.
" 29.	John Howatt, baggage-master, Souris.	Souris	Slipped while shunting.	Ribs injured.
Feb. 10.	M. McKenzie, labourer, Charlottetown.	Charlottetown	Struck with timber.	Leg and head injured.
" 18.	Harry Bevan, machinist, Charlottetown.	"	Splinter of steel in hand.	Hand injured.
" 18.	Jas. A. Egan, machinist, Charlottetown.	"	Fingers taken off by circular saw.	Fingers severed.
Mar. 19.	Theo. Nelson, machineman, Charlottetown.	"	Working at wheel press.	Stomach injured.
" 24.	M. T. Riggs, pipe fitter, Charlottetown.	"	Bariron fell on toe.	Toe broken.



SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER.

MONCTON, N.B., May 18, 1908.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1908.

*Extension to wharf, Souris—*

Plans and specifications were prepared, tenders called and contract let for an extension to the existing wharf at Souris. The dredging was completed and the crib work built, ballasted and faced with reinforced concrete to low water mark. A large portion of the balance of the material required for the construction of the wharf was delivered on the ground.

*Agent's dwelling at Bear River—*

This dwelling was provided.

*Murray Harbour Branch, land purchase—*

In connection with this account the following amounts were paid:—

	Acres.	
Geo. Forbes.. . . . . Lot O	31.....	\$ 248 00
Wm. Ballum, jr.. . . . . "	51.....	113 70
Wm. Ballum, sr.. . . . . "	47.....	88 20
Calvin Bishop.. . . . . "	46.....	80 40
John Carrigan.. . . . . "	64.....	158 00
James Dunn.. . . . . "	71.....	165 20
Thomas Curley.. . . . . "	73.....	164 20
Wm. Horton.. . . . . "	69.....	106 80
Richard Jardine.. . . . . "	70.....	179 70
Alfred Jenkins.. . . . . "	43.....	83 24
Henry Jenkins.. . . . . "	44.....	461 00
Giles Jenkins.. . . . . "	65.....	57 10
Henry Lane.. . . . . "	67.....	88 60
Boswell Jenkins.. . . . . "	54.....	220 80
Christina Wood.. . . . . "	31.....	299 00
Benjamin Myres.. . . . . "	40.....	66 40
David Mitchell.. . . . . "	41.....	216 50
Joseph Prought.. . . . . "	66.....	97 10
Nicholas Robinson.. . . . . "	50.....	96 70
James Wood.. . . . . "	74.....	400 00
John Wood.. . . . . "	49.....	172 90
Matthias Acorn.. . . . . "	60.....	160 50
Wm. Jackman.. . . . . "	57.....	61 65
Chas. Mitchell.. . . . . "	61.....	109 20
Thos. Mutlow.. . . . . "	68.....	80 10
Daniel A. McNeil.. . . . . "	59.....	121 42
Theophilus Wood.. . . . . "	72.....	165 40
John Morrisey.. . . . . "	28.....	390 00
John T. Mitchell.. . . . . "	63.....	107 00
James Mitchell.. . . . . "	62.....	112 85
Henry Jones.. . . . . "	33m.....	280 00
Richard Jenkins.. . . . . "	42.....	163 60
Donald Jenkins.. . . . . "	45.....	78 60



	Acres.	
Peter Jakeman... .. Lot O	58.....	\$ 75 80
Henry Jenkins (ballast)... ..	" 44.....	600 00
Samuel Carver... ..	" 39.....	300 00
Neil McLean (ballast)... ..	159 & 163.....	150 00
John Wood (damages)... ..		40 34

Improvements at Summerside—

A right of way was purchased for an outlet to Geo. Bishop's property on account of his crossing being destroyed by the railway.

Work done at Summerside on revenue account—

Plans and specifications were prepared, tenders called and a contract let for a brick freight shed to replace the one burned. The building was completed during the year.

To increased accommodation at Charlottetown, P.E.I.—

The contracts for a new station and baggage room and freight car repair shop were completed.

The work in connection with the erecting machine and blacksmith shop, for which the contract was let in the year 1906-7, was carried on during the present year, and the construction of this building well advanced. A 60-ton electric travelling crane was also provided for this building.

The heating plant, which had previously been provided for heating the brick car shop at Moncton, was transferred to Charlottetown to be used for heating the new shops.

Plans and specifications were prepared and a contract let for a brick freight shed; the building was completed with the exception of painting. Electric lights were installed in new station and freight shed.

Plans and specifications were prepared for an extension to the existing wharf, tenders called and a contract let. The dredging required in connection with this work was done. The crib work, extending across the end of the wharf and for 100 feet inward along the west side, was built, ballasted and faced with reinforced concrete.

In connection with this contract a piece of crib and pile retaining wall 480 feet long was built in the angle of the wharf, opposite the station, to retain the earth filling, and 500 lineal feet of track was laid upon it to make a separate approach to the wharf.

A considerable portion of the material required to complete this work was delivered on the ground.

About 500 feet of crib work extending along the water front on the east side of the wharf were built and filled in.

The balance of the pond on the east side of the new station was filled in.

The following new tracks were laid and ballasted during the year:—

No. 1 track to new station... ..	1,100 feet.
2 " " .....	738 "
3 " " .....	950 "
4 " " .....	1,050 "
5 " " .....	950 "
Stock pen siding... ..	428 "
Main line in yard... ..	660 feet with 80-lb. rails.

Two thousand one hundred and ninety-eight cars of clay and 458 cars of ballast were used in connection with the new yard.



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Plans and specifications were prepared, tenders called and contract let for a pipe line and an 80,000 gallon water tank. The pipe, fittings and fire hydrants, &c., required in connection with the above were supplied by the railway.

I have the honour to be, sir,  
your obedient servant,

W. B. MACKENZIE,  
*Chief Engineer.*

D. POTTINGER, Esq., I.S.O.,  
General Manager Government Railways,  
Moncton, N.B.

## PRINCE EDWARD ISLAND RAILWAY.

## OFFICE OF THE MECHANICAL SUPERINTENDENT.

CHARLOTTETOWN, P.E.I., April 8, 1908.

SIR,—I beg to submit for your information the following statement of the operation of the mechanical department for the year ended March 31, 1908.

The following is a summary of the principal work performed:—

## LOCOMOTIVES.

Four new ten wheeled locomotives were purchased from the Kingston Locomotive Works, Kingston, Ontario, in December, 1907, and are the best we have ever had on this railroad.

Fourteen engines received heavy repairs, and most of them new driving boxes, new truck boxes and brasses, all the running gear thoroughly repaired, stay bolts in boilers thoroughly examined and 600 new stay bolts put in boilers.

Nine locomotives received specific repairs.

Six engines received new pistons and piston rods.

One engine received new fire box, new throat sheet, new driving boxes, cylinders bored out, piston and all motion and mountings thoroughly repaired and a great deal renewed. Six new cross heads were made and twenty-four were lined with tin and planed. Six new whistles and two hundred sets of piston and valve stem packing were made. One locomotive received new driving axle. Three hundred and fifty car wheels were bored out and pressed on axles, and two hundred oil boxes for cars fitted up. Eight hundred tubes were pieced and put into locomotives. One hundred and eighty driving springs, twelve pop valves and twelve locomotive injectors were largely rebuilt, and fourteen new locomotive smoke stacks were made. One hundred and fourteen thousand, five hundred and forty-seven pounds of iron and 1,022 pounds of steel were forged, and 4,999 pounds of nuts tapped, and we have made a great deal of running repairs too numerous to mention.

## CAR DEPARTMENT.

Twenty-three box cars were built and equipped with the Westinghouse brake and M.C.B. couplers and charged to capital. Three first-class cars, two flat cars, one snow plough and three locomotive cabs were rebuilt. Twenty-three passenger cars, 23 box



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cars, 20 flat cars, 2 flangers and 1 snow plough received heavy repairs, and 23 box cars had new canvas roofs put on. One old passenger car was converted into a pay car, and one old second-class into a van for the working train, and four new locomotive pilots were made, besides other repairs too numerous to mention.

## BRASS FOUNDRY.

Output:—14,208 pounds of brass castings, 96 telegraph battery zincs and 36 hangers.

## PAINT SHOP.

Nineteen passenger cars were painted and varnished and seven cars were repainted and varnished. Eleven locomotives, five snow ploughs, three flangers, fifty freight cars, ninety-seven freight car roofs and eighteen hand cars were painted.

Our shop painters have done a great deal of work on stations, agents' dwellings, switch frames and targets for the road department.

## ROAD AND TRAFFIC DEPARTMENT.

Thirty-six loading platforms were built. Eighty gates and three new hand cars were made and twelve hand cars repaired. Eighteen doors and frames, six large paper cases, one large box for yearly papers, six boxes for trains, one new bier, three step ladders, four coal wagons, two cattle stages, one patent typewriting desk, three double water closets, three baggage sleighs, one double desk for Royalty Junction, three desks for Charlottetown freight shed, fifty pile shoes for Summerside wharf, eighteen claw-bars, six track lifters, four rail benders, fourteen sets switch gear complete and twenty switch rods were made. Sixteen switch frames were made and mounted and three new freight trucks were made and eight repaired. Fifty smoke stacks, twenty smoke jacks for engine-houses and twenty smoke jacks for pumping stations on the road were built. Twenty-six thousand one hundred and fourteen pounds of iron and 938 pounds of steel were forged and 1,100 pounds of nuts tapped.

We have been laboring under a great disadvantage for shop room and machinery, but I am pleased to say that our shops are nearly completed. Our rolling stock is in a high state of efficiency and equipped with all modern appliances of Westinghouse air brakes, steam heat and M.C.B. couplers.

I have the honour to be, sir,  
your obedient servant,

W. L. POOLE.  
*Mechanical Superintendent.*

G. A. SHARP, Esq.,  
Superintendent P. E. I. Ry.,  
Charlottetown.



SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER.

MONCTON, N.B., June 26, 1908.

SIR,—Herewith I send the statement of casualties that occurred on the Inter-colonial Railway during the year ended March 31, 1908.

I am, sir, your obedient servant,

D. POTTINGER.

L. K. JONES, Esq.,  
Secretary, Department Railways and Canals,  
Ottawa, Ont.



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INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1907.							
April 1..	17.45	25	Express...	T. Guinan.....	J Cook.....	315	Between Cold Brook and Brookfield.....
" 2..	8.20	33	Express...	G. Levesque.....	D. C. Gallan.....	319	Near Salmon Lake ...
" 7..	5.50	Spl.	Freight...	J. S. Nickerson.....	J. A. McNaughton....	364	" " " " " "
" 11..	17.30	34	Express...	F. Laliberte.....	C. E. Freeze.....	155	Oxford Jct.....
" 14..	5.30	Spl.	Freight...	E. O. St. Pierre.....	E. Lacombe.....	320	Near Rimouski... ..
" 15..	7.00		Work train	Louis Michaud.....			St. Pierre.....
" 16..	10.50	18	Express...	F. Beaulieu.....	C. J. Levesque.....	174	River Ouelle.....
" 17..	24.00	47	Express...	John R. Fisher.....	Judson Wall.....	318	Near Enfield.....
" 17..	8.15		Mixed.....	H. Aubin.....	J. Albert.....	173	St. Phillipe de Néri...
" 17..			Shunter...		J. McDowell.....	105	Truro.....
" 22..	8.30						Truro.....
" 24..	16.45	60	Mixed.....				
" 24..	16.45	60	Mixed.....	E. S. Vye.....	A. McCabe.....	381	Millerton.....
" 26..	22.00	34	Express...	Geo. Walker....	Geo. Topping.....	345	Riviere du Loup.....
" 26..	22.00	34	Express...	Geo. Walker....	Octave Gagnon.....	72	" " " " " "
May 8..	17.00	153	Express...	H. Begin.....	E. Ouellette.....	166	Levis.....
" 11..	3.00		Shunter...		J. McLaren.....	52	Moncton.....
" 17..	6.50	76	Freight...	H. A. Baker.....	P O'Toole.....	353	Lilly Lake.....
" 23..	8.30	33	Express...	J. Hughes.....	R. Lightbody.....	355	Amherst.....
June 6..	16.50	Spl.	Freight...	A. Bonneau.....	O. Lesieur.....	361	Ste. Hyacinthe.....
" 15..	15.20	Spl.	" " "	J. Maloney.....	F. Cain.....	310	Dalhousie Jct.....
" 29..	9.12	34	Express...	W. Rushton.....	G. Anderson.....	230	" " " " " "
" 30..	2.30	Spl.	Freight...	A. McPherson.....	D. Matheson.....	337	Near New Castle.....
" 30..	2.30	Spl.	Freight...	A. A. McNeil.....	M. A. Smith.....	177	West Bay Road.....
July 3..	13.30	85	Express...	T. W. Johnson.....	R. McDonald.....	153	" " " " " "
" 3..	17.30	33	" " "	J. A. Hughes.....	J. Ross.....	69	Shubenacadie.....
" 5..	18.40		Work train	H. Pelletier.....		234	Stewiacke.....
" 8..	19.30	86	Express...	Jos. Lacroix.....	H. A. McAuley.....	204	Near Laurier ... ..
" 8..	19.30	86	Express...	Jas. McDonald.....	H. A. McAuley.....	232	New Glasgow.....
July 10..	12.10	26	" " "	A. Ramuie.....	Jas. D. McKay.....	238	St. John.....
" 14..	9.57	76	Freight...	W. A. Warman.....	A. Cook.....	283	Beresford.....
" 15..	9.15		Shunter...	R. W. Orchard.....	C. Killam.....	270	Sayabec.....
" 16..	8.53	19	Express...	B. McLennan.....	Jas. Clark.....	239	Hilden.....
" 17..	21.30	90	Freight...	D. J. McDonald.....	F. Gratton.....	33	Pictou.....
" 18..	14.00		Picnic train	John McLeod.....	Geo. Stone.....	369	Point du Chene.....
" 24..	11.35	200	Express...	J. T. McGuire.....	J. Moore.....	347	Near New Mills.....
" 27..	9.30						Oxford.....
" 30..	1.35	20	Express...	H. G. Fraser.....	D. W. Duncan.....	50	Pomquet.....
" 31..	20.40		Shunter...	J. Lacroix.....		301	Chaudiere Jct.....
Aug. 1..	19.15	Spl.	Freight ...	W. P. Smith.....	A. Purdy.....	303	Westchester.....
" 2..	6.45	"	" " "	R. Duff.....	A. Russell.....	88	Charlo.....
" 2..	17.30	"	" " "	Jas Card.....	John Oakleaf.....	114	Dalhousie Jct.....



## SESSIONAL PAPER No. 20

## RAILWAY.

Year ended March 31, 1908.

Name of Person Injured.	Whether Passengers or Employee.	Particulars of Accident.	Extent of Injury	Verdict.
Wm. Duffy.....	Neither.....	Struck by train while walking on track.	Slightly injured.....	
Alex. N. Skinner.....	Employee.....	Fell from platform of private car No. 28.	Slightly injured.....	
J. T. Nickerson.....	".....	Slipped and fell between train and station platform.	Badly injured about head and body....	
Francois Cote (deaf mute)	Neither.....	Struck by train while walking on track.	Fatal.....	Accidental.
Jos. Michaud.....	Employee.....	Struck his knee against iron ladder on tender of engine.	Slightly injured.....	
Octave Lapointe.....	".....	While coupling cars.....	Shoulder jammed....	
Mrs. John Lee.....	Neither.....	Struck by train while walking on track.	Fatal.....	Accidental.
Jos. LeBel.....	Passenger.....	{ Special train backing into No. 47 train on main line. }	Slight injuries.	
Pierre Emond.....	Employee.....			
Gustave Paradis.....	Mail Clerk.....			
Fred. L. Fuller.....	Neither.....	Standing in door way of box car which was being shunted; door caught on projection and closed on his head.	Ear badly lacerated.	
D. J. Thomas.....	Neither.....	Releasing brakes on coal car which he was unloading and was thrown off car.	Head badly cut.....	
A. McCabe.....	Employee.....	Train ran into a landslide and washout.	Slightly injured.	
D. C. Smallwood.....	".....		Head and hands burned and one leg broken in two places.....	
E. J. O'Keefe.....	{ Passengers... }	{ Train ran into open switch and collided with shunting engine. }	Slightly injured.....	
C. J. Colt.....				
Miss Gladys Crane.....	Neither.....	Struck by train while driving over public crossing.	Slightly injured.	
David Couture.....				
Warren Osborne.....	Employee.....	While shunting fell off box car and was run over.	Fatal.....	No inquest.
James D. McIntosh....	Neither.....	Found dead on track.....	Fatal.....	Accidental.
Mr. Casey.....	Passenger.....	Jumping on moving train and fell between cars and platform.	Slightly injured.....	
L. Gosselin (boy).....	Neither.....	Jumping on moving cars and foot got between buffers.	Foot crushed.....	
Child of N. Hamilton, about 3 years old.	Neither.....	Struck by train while playing on track.	Fatal.....	No inquest.
Owen Doyle.....	Employee.....	Fell from train.....	Fatal.....	No inquest.
J. G. Chisholm.....	".....	Found dead on track.....	".....	Accidental.
Mr. Cook.....	Passenger.....	Jumped from moving train.....	Slightly injured.....	
Unknown man.....	Neither.....	Struck by train while walking on track.	Fatal.....	Accidental.
N. Bibeau.....	Employee.....	While taking a ballast plow off car.	Slightly injured.....	
G. R. Vincent.....	Neither.....	Struck by train while driving over a public crossing.	Seriously injured.	
Bert Ruddick.....				
Geo. Lambert.....	Neither.....	Jumped off moving train.....	Slightly injured.....	
Wm. Shortell.....	".....	Found dead on track.....	Fatal.....	No inquest.
R. W. Orchard.....	Employee.....	While gil-poking a car of lumber out of siding with a tie it broke.	Chin slightly injured	
Henry Fraser.....	".....	While releasing air-brake on a car.	Foot injured.	
Jas. A. Rogers.....	".....	While shunting foot got caught between buffers.	Toes smashed.....	
Miss G. Richardson....	Passenger.....	Foot caught between buffers of cars.	Toes badly smashed.	
J. McCarthy.....	Neither.....	While stealing a ride fell off train.	Head badly injured.	
Wm. E. Tait.....	".....	Unloading a car of lumber and released brakes to move the car. Fell off car and was run over.	Fatal.....	Accidental.
Miss Mary J. McMillan.	Passenger.....	Fell off moving train.....	Slightly injured.....	
Donat Dubois.....	Neither.....	Struck by shunted cars.....	Foot cut off.....	
Geo. E. Allen.....	Employee.....	Stepping off engine fell in front of shunted cars.	Fatal.....	Accidental.
L. Godin.....	".....	While uncoupling cars.....	Put shoulder out of joint.....	
A. McMillan.....	".....	While coupling engine to cars..	Fingers injured.....	



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INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1906.							
Aug. 13..	15.10	129	Mixed.....	C. E. Brown.....	P. McInnes.....	176	Dartmouth.....
" 22..	20.30	Spl.	Freight....	R. H. Wilkins.....	W. Atkinson.....	12	Near North Sydney...
" 23..	23.30	"	Passenger .	A. H. Lutes.....	A. Price.....	343	Amherst.....
" 23..	6.40	151	" ..	J. Rioux.....	Jos. Belleau.....	171	Pt. St. Charles Yard..
" 26..	12.50	Spl.	Freight....	A. H. Lutes.....	Geo. Stone.....	367	Amherst.....
" 26..	20.35	48	Express....	B. Walker.....	E. Ouellet.....	72	Ste. Anne.....
" 28..	24.00		Shunting...		O. Halle.....	174	Levis.....
					J. Richards.....	322	" ..
" 29..	13.15		" ..	O. Lesveque.....	J. A. Michaud.....	214	Montmagny.....
" 31..	8.00		Shunter...		E. Kean.....	256	St. Flavie.....
" 31..	10.05		" ..	W. H. Bovard.....	J. F. Cain.....	146	Hamilton's Siding ....
Sept. 9..	6.45	10	Express....	H. D. Fraser.....	S. Stewart.....	61	Truro.....
" 11..	11.20		Shunting...	E. S. Vye.....	A. McCabe.....	115	New Castle.....
" 21..	7.25	Spl.	Freight....	B. Wood.....	L. Turpinat.....	13	Glengarry.....
" 24..	21.27	17	Express....	J. L. Chisholm.....	J. G. McDonald.....	128	Stellarton.....
" 25..	8.15	47	Freight....	H. Begin.....	J. H. Pelletier.....	323	Levis.....
" 28..	16.00	Spl.	Freight....	A. Jarest.....	G. Lambert.....	300	St. Lambert.....
Oct. 2..	6.00						Birch Cove.....
" 8..	19.00	75	Freight....	C. Rioux.....	P. Michaud.....	363	Ste. Helene.....
" 10..	15.15		Shunter...	A. Delaney.....	W. Fraser.....	123	Campbellton.....
" 15..	11.50		Shunter...	A. Fisher.....	J. T. Mitchell.....	263	Stellarton.....
" 18..	9.55	34	Express....	A. McLennan.....	P. McKenna.....	317	Near Birch Ridge.....
" 21..	12.00	23	Freight....	N. Hopper.....	R. Kennedy.....	281	Springhill Jct.....
" 21..	13.30						New Glasgow.....
" 28..	12.00	75	Freight....	W. W. Gordon.....	A. Stevens.....	275	New Glasgow.....
Nov. 5..	4.00		Shunter...		J. McLaren.....	52	Moncton.....
" 7..	13.15						Truro.....
" 8..	17.00		Work train	J. Card.....	R. Lindon.....	292	Belledune.....
" 8..							Norton.....
" 9..	21.40	Spl.	Freight....	J. H. Shaw.....	J. Shaw.....	229	New Glasgow.....
" 9..	19.10	"	" ..	John Sims.....	B. Cummings.....	135	Gibson.....
" 12..	5.00		Shunter...		J. McLaren..	52	Moncton.....
" 12..	6.00						Moncton.....
" 13..							Near Red Pine.....
" 18..	21.15	1	Express....	J. B. Crockett.....	J. J. Irvine.....	156	Near St. John..
" 20..	18.30	33	" ..	John Berry.....	J. W. Nairn.....	341	Londonderry.....
" 21..	11.45	58	Freight....	H. D. Fraser..	J. Kelly ..	142	Windsor Jct....
" 22..	20.30	34	Express....	E. Camire.....	N. Parsons.....	348	St. Paschal.....



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## RAILWAY.

Year ended March 31, 1908.—*Continued.*

Name of Person Injured	Whether Passengers or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Harold Loner.....	Neither.....	Jumping on cars and fell under wheels.	Fatal.....	No inquest.
Mrs. John D. McLeod.	" .....	Struck by train while walking on track.	Bone in elbow broke and knee hurt.....	
Frank Brown.....	Passenger.....	Jumped off moving train. ....	Leg cut off and skull fractured.....	
W. Cornwall.....	Supposed psgr.	Fell or jumped off moving train..	Not known.....	
C. Legere.....	Neither.....	While climbing over cars foot got caught between draw bars.	Foot badly injured..	
Phillip Morin.....	" .....	While stealing a ride fell from train.	Leg cut off.....	
A. Rheault.....	Employee.....	While making up No. 151 train he was found under baggage car badly injured.	Fatal.....	Accidental.
Wm. Isabelle.....	Neither.....	Attempted to jump on moving cars and was run over.	Fatal.....	Accidental.
Moise Cote.....	Employee.....	While coupling cars.....	Hand injured and had to be amputated.....	
W. N. Bovard.....	" .....	While coupling air hose fell under cars.	Fatal.....	Accidental.
Mrs. J. Candle.....	Neither.....	Jumping off moving cars.....	Slight injuries.....	
J. Smallwood.....	Employee.....	While shunting fell through trap of coal car.	Side injured.....	
Dan Fraser.....	" .....	Hand car struck by train.....	Slightly injured.....	
J. Carter.....	Employee.....	While coupling cars.....	Head slightly injured.....	
Thos. F. Mack.....	Q. C. Ry. Pass..	Collision between No. 47 train and Quebec Central Railway train on main line at Levis station.		
Miss Mack.....	" .....			
Edith A. Whitmore...	" .....		Slight injuries.....	
Charlotte McFarland..	" .....			
Miss Yanch.....	" .....			
C. E. Sillsbury.....	" .....			
J. A. Farley.....	Pull. Car Con..			
Ed. Rufuange.....	Neither.....	Jumping on train to steal a ride and fell.	Head and hand injured.....	
David Wilson.....	Pass (supposed)	Found alongside track.....	Fatally injured.....	No inquest.
Arthur Dionne.....	Employee.....	Fell into culvert.....	Two ribs broken and shoulder dislocated.....	
James Young.....	Neither.....	Stepped on to track in front of moving cars.	Fatal.....	No inquest.
James Falconer.....	Employee.....	While coupling cars.....	Finger injured.....	
Stephen Steeves.....	Neither.....	Struck by train while walking on track.	Fatal.....	No inquest.
(Deaf and Dumb)				
J. Halliday.....	Employee.....	While unloading a cask of molasses the foot board broke and cask fell on him.	Leg injured.....	
Alex. Stewart.....	Neither.....	While crossing tracks was struck and run over by shunted cars.	Left arm cut off....	
(5 years old.)				
Frank W. Wilson.....	" .....	Jumping on train, fell and was run over.	Fatal.....	Accidental.
D. Belliveau.....	Employee.....	While shunting.....	Fingers injured.....	
James Archibald.....	" .....	While handling a large piece of boiler plate it fell over on him.	Arm broken and other slight injuries.....	
Thos. Harvey.....	Neither.....	Struck by train while walking on track.	Fatal.....	Accidental.
Jos. F. Henderson.....	" .....	Found dead on track.....	Fatal.....	Accidental.
John F. McDonald..	" .....	Struck by train while walking on track.	Leg cut off.....	
Albert Jessulat.....	Employee.....	While coupling cars.....	Fingers taken off...	
J. E. Melanson.....	" .....	Standing on side ladder of car while it was being shunted and was struck by switch.	Hip injured.....	
D. Romania.....	Neither.....	Found dead on track.....	Fatal.....	No inquest.
Andrew Melanson ..	" .....	Found dead on track.....	Fatal.....	Accidental.
C. VanDieman.....	" .....	Asleep or drunk on track and struck by engine.	Fatal.....	No inquest.
James Prest .....	Passenger.....	Jumped off moving train....	Foot cut off.....	
J. H. Murray .....	Employee....	Fell off car.....	Ankle sprained.....	
E. Gague.....	Neither.....	Jumped off moving train....	Head badly injured..	



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INTERCOLONIAL

STATEMENT of Casualties for the Year

Date.	Time of Day.	No. of Engine.	Des- cription of Train.	Name of Conductor.	Name of Driver.	No. of Train.	Place of Accident.
1906.							
Nov. 23..	9.30		Shunter...		B. Johnson.....	30	Truro.....
" 25..	20.45	40	Freight...	T. C. Ayer.....	O. Gulker.....	311	Eel River Bridge.....
" 28..	9.00		Shunter...		Geo. T. Miles.....	205	D. W. Terminus, Halifax.
Dec. 3..	17.10	175	Freight...	Jas. Holmes.....	S. Black.....	368	Mulgrave.....
" 3..	12.10	Spl.	" ..	J. B. Fleming.....	A. Urquhart.....	33	New Glasgow.....
" 4..	14.50	"	" ..	J. F. Doyle.....	R. J. Whalen.....	298	Harcourt.....
" 4..	18.20	"	" ..	J. N. Bernier.....	A. Roberge.....	355	Daveluyville.....
" 5..	12.00	"	" ..	W. J. Ellis.....	J. Kelly.....	107	Bedford.....
" 7..							Sussex.....
" 7..	17.48	153	Express...	L. Proulx.....	Frs. Beaulieu.....	97	Ste. Helene.....
" 12..	12.55	41	Freight. .	A. Gamache.....	A. Connell.....	180	Cedar Hall.....
" 16..	10.00		Shunter...		A. M. Henderson.....	158	Stellarton.....
" 26..	18.00	86	Express...	Jas. McDonald.....	A. Steeres.....	232	Antigonish.....
Jan. 5..		Spl.	Freight...	J. Dionne.....	J. Gendron.....		St. Charles Jct.....
" 11..	13.30	37	" ..	W. F. Fergusson.....	T. McBeath.....	215	Newcastle.....
" 12..	5.00	Spl.	" ..	A. Delaney.....	F. Cain.....	31	Red Pine.....
" 12..	10.20	"	" ..	Chas. Brown.....	O. Bruce.....	143	Truro.....
					R. Hamilton.....	27	" ..
" 14..	6.45	"	" ..	H. Pelletier.....	H. Toohey.....	269	Ste. Rosalie.....
" 16..	17.40	48	Express...	F. Dumond.....	Geo. Lamothe.....	71	Montmagny.....
" 27..	20.15		Shunter...	A. Crookshank.....	N. J. Ivory.....	47	Fredericton.....
" 28..	21.10		" ..	J. Jackson.....	J. Hessian.....	226	Richmond.....
" 30..	16.55	34	Express...	John Berry.....	J. W. Nairn.....	339	Near Londonderry....
Feb. 2..	24.30				R. Lightbody.....	335	Truro.....
" 8..	10.00	Spl.	Freight...	A. Dickie.....	J. G. Speer.....	351	Bathurst.....
" 9..	11.15		Shunter...		G. Sears.....	223	Campbellton.. ..
" 14..	15.10	34	Express...	P. Sirois.....	Jos. Belleau.....	322	Daveluyville.....
" 14..	24.15	Spl.	Freight...	J. F. Doyle.....	J. E. Stronach.....	367	Near Bartiboque.....
" 17..	18.10		Shunter...		T. Hannaway.....	193	Truro.....
" 19..	22.50		" ..		C. McTiernan.....	326	D. W. Terminus Halifax.....
" 19..	11.40	105	Freight...	J. McGillivray.....	B. Titus.....	105	North Sydney.....
Mar. 5..	11.25	Spl.	Freight...	A. J. McDonald.....	M. Schurman.....	142	Salt Springs.....
				H. A. Baker.....	T. W. Hennessy.....	313	" ..
					John Gazeley.....	25	" ..
" 11..	6.40		Shunter...		S. Craig.....	139	Moncton.....
" 19..	8.55	150	Express...	F. Laliberte.....	W. Rioux.....	97	St. Charles.....
" 19..	19.15		Shunter...		J. Frank.....	307	Chaudiere Jct.....
" 25..	12.55	Spl.	Freight...	E. Morin.....	G. Lambert.....	358	Aston Jct.....
" 25..	14.30		Shunter...		B. Lutes.....	350	Campbellton.....
" 26..	11.30	34	Express...	A. McPherson.....	J. S. Smith.....	317	Rogersville.....



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## RAILWAY.

ended March 31, 1908.—*Continued.*

Name of Person Injured.	Whether Passengers or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Fred. Christie.....	Employee...	Struck by a shunted car..	Slightly injured.....	
Chas. Archibald.....	Passenger.....	Fell from moving train. ....	Compound fracture of the thigh...	
Capt. O'Leary..	Neither.....	While crossing tracks to go to his vessel got caught between cars.	Fatal.....	No inquest.
Capt. Jas. Forrestall...	"	Team struck while driving over public crossing.	Fatal.....	Accidental.
C. D. McDonald.....	Employee.....	While coupling cars.....	Hand crushed.....	
Wm. Olsen.....	Neither.....	Attempting to cross track between cars.	Foot badly bruised..	
J. E. Lessard.....	"	Struck by train while walking on track.	Fatal.....	Accidental.
A. A. Fisher.....	Employee.....	While shunting fell off a hopper car.	Foot dislocated.....	
H. Long.....	Neither.....	Found dead on track.....	Fatal.....	Accidental.
C. Lapointe.....	Passenger.....	Fell from moving train and both legs cut off.	Fatal.....	Accidental.
J. Deschamplain.....	Employee.....	Struck on head by lever while putting up semaphore.	Slightly injured.....	
J. K. McKay.....	"	Fell off box car.....	Head and arm injured.....	
Capt. Wm. Trenholm..	Passenger.....	Fell from moving train.....	Head injured.....	
J. H. Castonguay.....	Employee.....	Fell off train.....	Slightly injured.....	
W. Fergusson.....	"	Entering box car, fell and leg struck iron plate of door.	Leg cut badly.....	
Mark Gallant.....	"	Fell off train, one leg cut off and the other broken.	Fatal.....	No inquest.
Duncan Perry.....	"	While shunting struck by water crane while climbing down side ladder on car.	Head and body injured.....	
F. Savary.....	"	Struck and run over by engine..	Fatal.....	Accidental.
Fortunat Fortin.....	Neither.....	Stealing a ride and jumped off train.	Head injured.....	
J. Landry.....	Employee.....	While shunting foot got caught in a hole between the ties.	Leg broken.....	
John O'Brien.....	"	Knocked down and run over by shunted cars.	Fatal.....	No inquest.
Morton S. Campbell...	Neither.....	Team struck while driving over a public crossing.	Fatal.....	Accidental.
H. Doyle.....	Employee.....	While climbing up steps of the engine caught against side of the round house and knocked to the ground.	Slight injuries.....	
Hector Legere.....	"	While underneath engine cleaning the fire the engine was moved.	Back slightly injured.....	
A. Gallant.....	"	While shunting.....	Two fingers crushed.	
Elsie Deslis.....	Passenger.....	While closing door of W.C. in car.	Thumb injured.....	
J. J. Boudreau.....	Neither.....	Lying on track and was struck by train.	Fatal.....	No inquest.
D. E. Reid.....	Employee.....	While shunting.....	Two fingers crushed off.....	
Henry Gullickson.....	Neither.....	Struck by cars while walking on track.	Fatal.....	No inquest.
H. J. McLean.....	Employee.....	Slipped while getting off engine ..	Ankle broken.....	
W. W. Bronwell.....	"		Face cut and internal injuries.....	
E. White.....	"	Collision between Baker's and McDonald's special trains.	Bruised and leg broken.....	
Dan. Dykens.....	"		Both legs broken and other injuries.....	
C. P. Connell.....	"	While shunting, caught between drawbars.	Foot seriously injured.....	
Miss Dionne.....	Passenger.....	Jumped off moving train.....	Leg slightly injured.	
C. Talbot.....	Employee.....	Got caught and squeezed while coupling cars.	Fatal.....	Accidental.
A. Gaudreault.....	Neither.....	Run over while trying to jump on moving train.	Fatal.....	Accidental.
A. Calligan.....	Employee.....	While coupling engine and passenger car.	Slightly injured.....	
Chesley Rushton.....	"	Fell out of baggage car door while train was running.	Slight injuries.	



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## QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER.

MONTREAL, June 12, 1908.

SIR,—I have the honour to submit herewith my annual report on the works under my charge for the fiscal year ended March 31, 1908.

This division comprises the Lachine, the Soulanges and the Beauharnois canals on the St. Lawrence route; the Ste. Anne, the Carillon and Grenville canals on the Ottawa river, and the St. Ours and the Chambly canals on the Richelieu river.

Of these the Lachine canal is by far the most important on account of its immediate connection with the harbour of Montreal.

I have pleasure in stating that no interruptions to navigation occurred on any of the canals during the year, except on the Lachine canal when, on the 2nd of July last, the steamer *Prescott*, of the Richlieu and Ontario Navigation Company, broke through the upper gates of lock No. 1. The canal staff was at once set to work putting up new gates and thirty-four hours later navigation was resumed.

Another accident of the same nature occurred on November 12, 1907, when the steamer *Neepawah* collided with the upper gate of the same lock.

Serious damage was done to this gate and to one leaf of the lower gate.

The replacing of these gates by spare ones occupied three days, navigation being carried on in the meantime through the north lock, which had fortunately been completed a few days before.

The cost of repairs in both cases was defrayed by the owners of the vessels.

## CANAL STORES.

In July, 1905, Mr. P. B. Benoit having been appointed inspector of canal stores in this division, instructions were given him to make every effort to improve the system then in use for controlling the receiving and issuing of materials for the works and, to begin with, to give such directions to overseers and other canal employees as would ensure a correct taking of the stocks on hand.

This programme has been carried out by the inspector and he has submitted from time to time suggestions that have finally been embodied in a series of tables for the use of all persons having anything to do with the handling of materials, tools, &c., on the various canals.

Under the new system the receiving of such materials, tools, &c., their storing at any point on the canals, the issuing of them to men for use in the works, the returning of any portion of them to the stores if not used, are recorded by a short entry in the books and a glance at these books shows both the stock on hand and what has been used up to date.

In conclusion I have much pleasure in stating that the work done in that direction by the stores inspector has already had good results and will in future afford efficient means of controlling expenditures.

## LACHINE CANAL.

## REPAIRS AND RENEWALS.

Length, 8½ miles; 5 locks, 270 x 45 feet; 14 feet of water on sills; total rise, 45 feet.

Old locks, 200 x 45 feet, still available with 9 feet of water on sills.



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The chief items of work performed under the above head during last year were the following:—

*Lock gates.*—Remodeling two pairs of gates for locks No. 1 and 2 to suit the new mode of suspension and building four pairs to be kept as spares, one each for locks 2, 3, 4 and 5.

One and a half pair damaged by steamer *Neepawah* last summer were also taken apart and rebuilt, the expenditure in this case being paid out of a deposit made by the owners of the vessel.

*Swing bridges.*—Replanking bridges No. 1 (Black's), No. 2 (Wellington), No. 3 (Seigneurs street), and No. 7 (Lachine), with 2-inch oak.

*Stationary bridges.*—Building a steel span out of material saved from the old-time bridges. This new bridge is replacing the wooden one over the entrance to the basin at the Canada Sugar Refining Company.

*Wharfs.*—A platform wharf, 300 feet long and 14 feet wide, was built on stringers on top of the south bank above Wellington bridge. It is placed 12 feet back from the water line and high enough to accommodate the large vessels loading at that point.

*Booms.*—Two new booms, each 200 feet by 4 feet, were built and placed along the north bank between lock No. 4 and Cote street Paul bridge, and a third one of similar dimensions was placed alongside of the bank at the Dominion Wire Works at Lachine to protect vessels from being injured on the ragged rock forming the bank from the water line down.

*Cast-iron mooring posts.*—Fifty-one large size cast-iron mooring posts were provided and set in concrete blocks at the following points: 8 on old lock No. 3, 10 on old lock No. 4, 21 on the south bank above and below lock No. 5, 3 at our sheds, Nos. 1 and 2, 8 at the entrance to St. Gabriel basins and one immediately above the Lachine swing bridge on the north side of the new lock entrance.

*Cast-iron nigger heads.*—Forty-six heavy cast-iron niggerheads were set at various points to replace old wooden mooring posts.

*Masonry and concrete work.*—A piece of dry wall 300 feet long and about 4 feet high, alongside of the platform wharf laid during the year on the south bank above Wellington bridge, was taken down and replaced by reinforced concrete with iron band tie rods to hold it in position. A heavy block of concrete faced with steel plate was built on the north side of the canal between the upper gate of lock N. 3 and Seigneurs street bridge to make the entrance to the lock safe for large vessels. A similar one was so placed on the north side of the lower entrance to lock No. 3 and the south wall of this lock raised about 4 feet with concrete, covering the whole length of the bridge when open. This is intended to protect the bridge which stands very close to the face of the wall against passing vessels.

*Buildings.*—The old carpenter shop which stood on the bank of basin No. 2, near the dry dock, has been replaced by a new one of such dimensions as will permit of the building of two pairs of lock gates at the same time. Our carpenters can now work ten hours a day, rain or shine. The machinery in this shop comprises a Daniel planer of large dimensions, a wood turning lathe, a circular saw, a band saw and a grindstone, the whole driven by a 20-horse-power electric motor.

All other buildings on the canal were kept in good repair; the brick shops on Mill street, leased to the Canada Horse Nail Company, received a good deal of attention, the roof being overhauled, new drains laid, &c.

*River St. Pierre.*—This stream, which is carried under the canal through a syphon culvert, was thoroughly cleaned twice during last season. A large quantity of refuse



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and debris of all kinds is constantly thrown into it by residents along its banks and other people. If not carefully removed this refuse would soon choke the culvert and claims for damage by flooding would follow.

*Electric installation.*—I am sorry to say that, owing to financial embarrassment which culminated in the disrupting of their firm, the contractors for the supply and installation of the gear for the electric operation of the lock gates on this canal have been unable to complete their contract before the opening of navigation this spring. This work will be completed by the canal overseer and it is expected that the whole system will be in operation in a short time.

## INCOME.

*Wall at Warehousing Company Flour basin No. 1.*—This work consisted of underpinning the old masonry wall on the north side with concrete and constructing a new concrete wall on the foundation thus formed. A few courses at the top had to be removed and a solid block of concrete was substituted, the face of the remaining portion of the old wall being covered with concrete a couple of feet thick.

While this work was going on the south wall was observed to be in a dangerous condition and had to be temporarily strengthened pending its reconstruction next year.

The work at this basin was done under contract by Messrs. Quinlan & Robertson in a very satisfactory manner and completed within the time specified and the estimated cost.

*Rebuilding walls at St. Gabriel basin No. 2.*—This work consisted of removing the old timber wall to about one foot below water level and rebuilding them with concrete from that line to the top. The total length of wall so treated was about 1,600 feet. The contractors, Messrs. Quinlan & Robertson, performed the work during the months of March and April and had it completed in time for the opening of navigation.

*Rebuilding locks Nos. 1 and 2.*—The south locks Nos. 1 and 2 were opened to navigation towards the close of the last season of navigation and the final estimate completed during last winter.

Considerable trouble was experienced here by several leaks which developed under the walls and through the bottom of lock No. 1. The soil is composed of very porous material and a number of springs issue through it. By means of a cut off consisting of steel sheet piles driven to a depth of from five to twelve feet below the lock bottom and of a thick platform of concrete joining the piles with the breast wall and extended across the south basin wall and some 25 feet back of it, the leak was finally stopped.

*Finishing engineer's office.*—The hot water heating apparatus and plumbing were put in by Messrs. Garth & Co. under contract. The office is now completed.

## CAPITAL.

*Rebuilding slope walls.*—About 7,700 lineal feet of the concrete slope wall were built during the season by Messrs. Haney, Miller, Quinlan & Robertson, beginning on the south side a short distance above Cote St. Paul bridge.

This work consists of facing the old rip-rap slope wall with a coat of concrete, generally 18 inches thick and laid under water by means of a specially designed plant. The results of last season's work, as ascertained while the canal was unwatered in April last, are entirely satisfactory.



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## DREDGING.

Dredging was done at various points in the Lachine canal during the last year as follows:—

*Side basin No. 1 off basin No. 2.*—A quantity of clay thrown out from the excavation for the underpinning of the north wall was removed in June.

*Basin No. 2.*—In June also and in July considerable cleaning was done along the south wall.

*Lachine entrance.*—That part of the channel in the vicinity of the upper isolated pier was deepened, the material dredged out being hard pan and boulders.

*Cofferdam at foot of north lock No. 1.*—This dam was dredged out in September after the repairs to the lock had been completed.

Some dredging was also done in St. Gabriel basin No. 4 and considerable time was spent by the fleet in breaking up old barges which had sunk and had been abandoned in the canal.

The quantity of material dredged out during the season amounted to 12,350 cubic yards.

The fleet consisting of two tugs, one steam dredge, one steam derrick, ten flat scows, two dump scows and a scow used as a store was kept in good working order during the year.

The works on the Lachine canal, under the heads of Income and Capital, are in charge of Mr. H. R. Lordly, C.E.

## SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet; 15 feet of water on sills; total rise, 84 feet.

In the course of last winter Mr. L. A. Boyer was appointed a commissioner to investigate various charges brought against the canal overseer. The investigation took place at the vilage of Vaudreuil during the month of March and lasted several days.

A short time before, the overseer, the foreman carpenter and the storekeeper had been suspended from duty, but with pay.

At the time of writing no decision has yet been arrived at as to the reinstatement or otherwise of the above employees. Mr. J. T. Lemire, C.E., is still acting as overseer of the canal.

## REPAIRS AND RENEWALS.

The principal item of work performed here under the head of 'Repairs' during the year were as follows:—

Completing a large ditch along the south bank between the Cedars and the St. Dominique bridges and other ditches on the north side of the canal between Tremblay's and Clement's gullies.

Renewing the stone lining in the slopes at numerous places where it had fallen down.

Repairing fences on both sides of the canal property.

Repairing scows and placing a derrick on one of them.

Renewing electric cables at two of the swing bridges.

Maintaining generally all structures, buildings, &c.



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## CAPITAL.

*Bridge over Clement's Gully.*—The old wooden bridge over Clement's gully on the highway from Vaudreuil to Cascades Point was taken down during the year and replaced by a new structure consisting of two heavy concrete abutments and a steel span 189 feet in length and 18 feet in width. The flooring of the new bridge stands three feet higher than that of the old one, considerably reducing the ramps at each end.

The substructure was built under contract by Messrs. Quinlan & Robertson and the steel work was supplied and erected by the Phoenix Bridge and Iron Works, Ltd., of Montreal.

*Lodgings for electricians.*—The three lodgings for the staff at the power house, mentioned in my last report, were completed early last fall by Mr. T. Belanger, contractor. They are wooden structures, two storeys high, with concrete foundation and roofs covered with galvanized sheet iron. They are wired for electric lighting and heating.

*Manney's lock gate protection bars.*—The lower gates of the five locks and the upper gate of the guard lock have been provided with these protecting appliances, which are intended to guard against the throwing down of the gates by vessels colliding with them.

*Mooring posts.*—The setting up of mooring posts along the reaches between locks Nos. 3 and 4 and Nos. 4 and 5 was commenced during last summer. Up to the end of the year 50 of these posts had been placed in position, most of them between locks Nos. 3 and 4. They consist of heavy cast iron pipes with moulded head; they are filled with concrete and inserted in a mass of concrete about 4 cubic yards sunk into the ground.

*Buildings.*—The plans and specifications for a lumber shed and for an extension to the present workshops were prepared during the year and the contract for the work awarded to Mr. T. Belanger, of Valleyfield.

Nothing, however, was done before the end of the fiscal year except delivering the building materials on the ground.

*Mooring place for scows.*—In order to provide a suitable place for mooring the canal fleet as well as for the storage of spare lock gates, one of the concrete piers and the two arches adjoining it have been removed from the splay wall above lock No. 1, thus affording an entrance into regulating basin No. 1. The opening has been spanned by means of a floating bridge.

*Transformer cabins.*—The transformers formerly placed in the lock cabins were a source of danger for fire. They have been removed and installed in concrete boxes sunk into the ground at a safe distance from the cabins.

*Water service.*—In order to bring water to the workshops and in view of protecting them against fire a 6-inch cast iron pipe was laid from the head of lock No. 3 to a point near the foot of lock No. 2, several hydrants being placed in convenient positions in the neighbourhood of the building. The head in the above distance is about 65 feet.

*Equipment.*—The following machines and appliances were purchased during the year:—

1 ten-horse-power boiler, 2 spare transformers for the electric light and power station.

1 oil immersed auto starter, and

4 20-ton hydraulic jacks.



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*Gasolene tug.*—This tug was completed during the winter and was ready for use at the opening of navigation. It has done very good service throughout the season and has proved a great convenience to the canal.

## INCOME.

*Ladders in lock walls.*—Life-saving ladders, consisting of iron rungs inserted into a round cavity cut into the face of both side walls of each lock, were provided during the year. They are so placed as not to be rubbed against by vessels and, at the same time, can be easily reached by persons falling into the locks.

*Gate lifting scow.*—Plans and specifications for this scow were prepared during the winter and the contract for it was awarded about the end of the fiscal year.

*Land damages.*—The claim of Mrs. Tremblay for damage to her farm on the north side of the canal opposite the power house on account of insufficient drainage was settled during the year.

*Water power development by the Provincial Light, Heat and Power Company.*—The works done by the above company for developing power from the canal at Cedars have made good progress during the year. Both the head and tail races as well as the power house are completed and ready for the turbines and electrical machinery.

## BEAUNARHOIS CANAL.

This canal has now passed out of the control of the department, a lease of it having been granted to Messrs. McIntyre & Robert from January 1, 1908.

The lessees have undertaken to maintain the structures and other canal appurtenances and there is therefore nothing for me to record here except in connection with the works at Hungry bay and at the upper dams which have not been included in the lease.

*Hungry bay dyke.*—Considerable damage had been done to this dyke during the period of high water in the spring of 1907 and a large amount of money had to be spent in rebuilding it and repairing the roadway.

In addition to the above, works for the permanent protection of the dyke were commenced during the year. They consist of a continuous wall of field stones deposited in rough cribwork to prevent their being scattered away by the waves which the wall is intended to break.

## CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 x 222 feet; 62 feet of water on sills; total rise, 74 feet.

## REPAIRS AND RENEWALS.

The chief items of work performed under the above heading during the year were as follows:—

*Canal banks.*—Considerable work was done in repairing the slope lining on both sides, renewing snubbing posts and waling pieces in the basins. Iron slips for small boats and yachts drawing up to 4 feet of water were cut in the wharf at St. Johns and floating platforms placed in them.

*Locks.*—A new concrete sill was built at lock No. 2. At lock No. 5 the wooden hollow quoins were replaced by stone ones and a pair of gates renewed. New approaches were built at lock No. 6.



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*Bridges.*—The stone walls forming the entrances to bridges Nos. 7 and 8 were taken down and rebuilt and the wooden approaches to bridges Nos. 5 and 6 were renewed. Eleven road bridges between bridge No. 4 and lock No. 3 were rebuilt, but instead of the old wooden structures vitrified clay drain pipes were used, making these bridges permanent.

*Wharfs.*—The repairing of the wharf at Chambly Canton was completed and an extension to it was also built.

*Buildings.*—Nine small guard houses were built of the same pattern as those erected last year. All the bridges are now provided with the new guard houses. A few still remain to be placed on the locks.

*Fences.*—Nine miles of wire fence were renewed during the year.

#### INCOME.

*Macadamizing tow-path.*—Three miles of tow-path were metallized during the year. There still remains another section about the same length to complete, after which the whole district between Chambly and St. John will be in first-class condition and will require only a very limited expenditure to be so maintained.

*Telephone line.*—A new circuit was added between the superintendent's office and some of the locks which were so far without telephone communication with the head office.

*General repairs.*—Under this head the following works were performed: An extension 12 feet by 24 feet was built to the lockmaster's house at lock No. 3 and the old portion of the building overhauled.

The pivot pier of the bridge at the foot of Ste. Therèse island was reconstructed with concrete.

Two surface weirs in basins Nos. 4 and 5 were permanently closed and replaced by new ones with concrete side and breast walls.

*Macadamizing road on the west side of the canal.*—During last season a section of this road, about 3,000 feet in length measured from the St. Luke road northward, was macadamized, the stone being furnished by Mr. J. E. Hebert, contractor, and the work of preparing the road bed, laying the broken stone and rolling it was performed by day labour.

#### ST. OURS LOCK.

Length of canal,  $\frac{1}{2}$  mile; one lock, 200 feet x 45 feet; 7 feet of water on sills; total rise, 5 feet.

#### REPAIRS AND RENEWALS.

The various structures on this canal were kept in good repair throughout the year, the chief items of work done being as follows:—

Building two new booms for the upper entrance and repairing existing booms and piers.

Building a slip in the shore at the head of the island for the purpose of hauling booms out of the water in the fall.

Overhauling derrick scow and renewing derrick thereon. Overhauling overseer's house.

#### INCOME.

*Booms and boom piers.*—Owing to unusually high water in the Richelieu river it has been found impossible to perform the whole of the work contemplated here dur-



## SESSIONAL PAPER No. 20

ing the year. Two cribwork piers, however, were taken down and rebuilt with concrete from the water line to the top.

*Manny's lock gate protection bars.*—As in the case of the piers and booms the high water has rendered the completion of this work impossible. The lower gates however are now equipped with the protection bars.

## STE. ANNE LOCK.

Length,  $\frac{1}{2}$  mile; 1 lock, 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet. Old lock still available, 200 x 45 feet; 6 feet of water on sills; total rise, 3 feet.

## REPAIRS AND RENEWALS.

The ordinary repairs necessary to keep the structures, buildings, fences, &c., in good condition were performed here during the year.

In addition to these, the repairs to the four upper detached piers, forming the western extension to the new lock entrance, which was commenced in 1906, were completed and a new boom placed between piers No. 3 and 4. The public wharf was also pretty extensively repaired.

## CARILLON AND GRENVILLE.

*Carillon canal.*—Length,  $\frac{3}{4}$  miles; 2 locks, 200 x 45 feet; 9 feet of water on sills; total rise, 16 feet.

*Grenville canal.*—Length,  $5\frac{3}{4}$  miles; 5 locks, 200 x 45 feet; 9 feet of water on sills; total rise,  $43\frac{3}{4}$  feet.

## REPAIRS AND RENEWALS.

No work of special importance was performed on these canals under the above heading during the year beyond the maintaining of the locks, bridges, buildings and other structures in good condition.

The principal items of work done were:—

The providing of a shore boom on the north side of the upper entrance to the Carillon canal, the renewing of fences along the Carillon canal and the repairing of the banks on the Grenville canal.

The electric light service provided by Messrs. Ross & Ayers has given good satisfaction and was found to be a great help to navigation.

## INCOME.

*Light-houses.*—The two wooden towers for the range lights at Chute-à-Blondeau, which were pretty well decayed, were taken down during the year and replaced by steel structures erected under contract by the Phoenix Bridge and Iron Works upon foundations built by the canal staff.

*Piers.*—The top portion of one of the isolated guide piers at the head of the Carillon canal was renewed with concrete from the level of low water.

It is the intention to treat the other piers in the same manner later on.

The works chargeable to 'Income and Capital' on the Soulanges, Beauharnois, Carillon and Grenville, Chambly and St. Ours canals are under the charge of Mr. L. S. Pariseau, C.E.

I have the honour to be, sir,  
your obedient servant,

ERNEST MARCEAU,  
*Superintending Engineer Quebec Canals.*



QUEBEC CANALS.

STATEMENT showing the date of the opening and closing of the canals of the Quebec Division.

Name of Canal.	Opening.		Closing.	
Lachine Canal.....	30th April,	1907...	3rd December,	1907
Soulanges Canal.....	1st May,	1907...	5th "	1907
Beauharnois Canal.....	27th "	1907...	30th November,	1907
Chambly Canal.....	1st "	1907...	30th "	1907
St. Ours Lock.....	27th April,	1907...	30th "	1907
Ste. Anne Lock.....	22nd May,	1907...	30th "	1907
Carillon and Grenville Canals.....	1st "	1907...	30th "	1907

LACHINE CANAL.

STATEMENT Showing Depth of River Water on Mitre Sills of New Lock No. 1 at Lower Entrance and New Lock No. 5 at Upper Entrance during the Fiscal Year ending March 31, 1908.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1907.								
April.....	31	10	19	1	19	10	16	10
May.....	21	0	19	2	18	11	17	10
June.....	20	3	18	4	18	4	17	6
July.....	18	10	17	1	17	8	16	8
August.....	17	3	15	5	16	9	15	9
September.....	15	10	15	2	15	11	15	5
October.....	16	7	15	9	16	3	15	10
November.....	18	4	15	4	17	0	15	9
December.....	17	8	15	6	17	2	15	10
1908.								
January.....	31	6	17	7	18	2	15	3
February...	30	2	27	0	17	7	15	5
March.....	30	9	27	0	17	10	15	4

SOULANGES CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No. 1 at Lower Entrance and New Lock No. 5 at Upper Entrance during the Fiscal Year ending March 31, 1908.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1907.								
April.....	22	6	18	10	18	1	17	0
May.....	20	4	19	5	17	7	17	1
June.....	20	1	19	2	17	4	17	0
July.....	19	2	18	5	17	3	16	9
August.....	18	7	17	6	17	2	16	9
September.....	17	7	17	5	16	9	16	3
October.....	17	9	17	6	16	9	16	5
November.....	19	6	17	6	16	9	16	5
December.....	18	5	17	4	17	4	16	6
1908.								
January.....	21	0	18	4	19	7	16	3
February.....	22	1	19	0	16	9	16	4
March.....	23	0	20	3	18	3	16	7



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## BEAUHARNOIS CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No. 6 at the Lower Entrance and Lock No. 14 at Upper Entrance for the Fiscal Year ending March 31, 1908.

Months.	LOCK NO. 6, LOWER SILL.				LOCK NO. 14, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April.....	14	0	11	2	12	7	11	6
May.....	13	6	11	4	12	1	10	11
June.....	13	0	11	8	12	0	11	9
July.....	11	10	11	4	11	11	11	6
August.....	11	4	10	4	11	11	11	5
September.....	10	5	10	2	11	7	10	11
October.....	10	4	10	1	11	7	11	2
November.....	11	2	10	4	11	11	11	1
December.....	10	8	10	4	12	1	11	2
1908.								
January.....	16	0	10	8	12	6	11	1
February.....	21	9	13	6	11	10	11	1
March.....	19	0	14	0	12	11	11	1

## CHAMBLY CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No. 9 at the Lower Entrance and Lock No. 1 at the Upper Entrance for the Fiscal Year Ending March 31, 1908.

Months.	LOCK NO. 9, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Lowest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April.....	19	4	14	8	12	1	10	1
May.....	17	2	13	5	11	11	10	2
June.....	13	5	11	2	10	3	8	10
July.....	11	4	10	2	9	2	8	5
August.....	10	3	8	7	8	9	7	5
September.....	9	5	8	8	8	2	7	6
October.....	10	10	9	0	9	2	7	8
November.....	12	11	10	9	10	10	8	11
December.....	15	9	11	6	10	11	8	11
1908.								
January.....	15	8	13	3	10	11	9	11
February.....	16	1	15	6	10	8	9	10
March.....	21	2	15	0	11	9	9	11



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ST. OURS LOCK.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of St. Ours Lock during the Fiscal Year ending March 31, 1908.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1907	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April.....	19	11	14	7	15	9	12	0
May.....	15	9	13	6	13	6	11	1
June.....	13	7	10	11	11	1	9	11
July.....	11	7	9	5	10	1	9	2
August.....	10	0	7	8	9	4	8	1
September.....	8	6	7	5	8	9	8	1
October.....	9	5	7	11	9	5	8	5
November.....	11	10	8	10	10	11	9	8
December.....	13	10	9	8	11	7	9	7
1908								
January.....	15	1	12	9	11	4	9	7
February.....	15	7	12	4	11	6	9	0
March.....	20	5	14	0	16	4	10	3

STE. ANNE LOCK.

STATEMENT Showing the depth of the River Water on the Mitre Sills of Ste. Anne Lock for the Fiscal Year ending March 31, 1908.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April.....	14	10	12	0	15	5	12	9
May.....	14	0	12	8	16	5	13	0
June.....	13	6	12	5	15	6	13	11
July.....	12	9	11	6	14	1	12	2
August.....	11	8	10	8	12	2	10	11
September.....	10	0	10	8	11	9	10	9
October.....	11	2	10	10	12	0	11	7
November.....	12	3	11	0	13	6	11	8
December.....	12	1	10	8	12	6	11	6
1908.								
January.....	13	5	10	11	13	3	11	5
February.....	12	9	11	6	12	4	11	5
March.....	13	8	11	0	12	8	10	11



CARILLON CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No 1 at Lower Entrance and Lock No. 2 at Upper Entrance during the Fiscal Year ending March 31, 1908.

Months.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1907.								
April.....	18	0	14	3	16	8	13	3
May.....	18	5	14	3	18	6	15	8
June.....	17	7	15	5	17	7	11	6
July.....	15	6	13	5	15	9	13	2
August.....	13	6	12	1	13	3	11	5
September.....	12	10	11	11	12	6	11	2
October.....	13	2	12	9	12	10	11	11
November.....	13	10	13	0	14	8	12	2
December.....	13	4	12	5	16	6	12	6
1908.								
January.....	13	11	13	6	16	9	13	0
February.....	15	10	13	6	16	10	13	10
March.....	14	7	13	0	13	10	12	0

GRENVILLE CANAL.

STATEMENT Showing the Depth of the River Water on the Mitre Sills of Lock No. 3 at Lower Entrance and Lock No. 7 at Upper Entrance during the Fiscal Year ending March 31, 1908.

Months.	LOCK NO. 3, LOWER SILL.				LOCK NO. 7, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1907.								
April.....	23	9	16	7	16	4	14	0
May.....	22	11	19	3	19	10	16	6
June.....	21	10	19	2	18	6	16	2
July.....	19	3	16	2	16	7	13	7
August.....	16	2	14	0	13	9	11	3
September.....	15	3	13	7	12	8	10	10
October.....	15	8	15	1	13	3	12	6
November.....	19	6	15	0	15	5	12	5
December.....	19	2	15	6	13	4	12	7
1908.								
January.....	21	5	15	8	12	8	11	7
February.....	21	3	19	3	11	6	10	10
March.....	19	8	17	2	13	5	10	7



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## ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE.

CORNWALL, August 4, 1908.

SIR,—I have the honour to submit my annual report upon works of construction the survey in connection with the enlargement of the St. Lawrence canals for the fiscal year ending March 31, 1908.

## GALOPS CANAL.

*Iroquois Section.*

The contract for this work was awarded to Messrs. Larkin & Sangster. The work commenced on May 20, 1897, and was completed in November, 1902.

The final estimate was returned on October 31, 1906. The final plans, diagrams and detail calculations were copied and completed on November 5, 1907, and forwarded to the department on November 14, 1907.

*Upper Entrance.*

This contract was awarded to Messrs. Murray & Cleveland in November, 1888.

The works of construction proceeded with during the past year are as follows:—

*Earth excavation.*—The dredging operations, which consisted in cleaning up the prism of canal bottom below guard lock, were resumed on April 5, 1907, discontinued on May 1 and resumed again on May 10, 1907, and completed this part of the section on May 24, 1907.

The trimming of bermes and slopes was completed in September, 1907.

On May 25, 1907, the dredge proceeded to remove the blasted rock on the north side at toe of slope at the west end of the section, the material being utilized at the Gut dam.

The bottom of prism was levelled by means of a heavy drag attached to a floating derrick. The dredge was removed opposite McLaughlin's hill on December 5, 1907, to remove some high spots.

The dredging operations were completed on July 4, 1907, ready for final sweeping.

*Sodding.*—The work of sodding between the guard lock and weir commenced on May 24, 1907, and completed on June 10, 1907, thus completing the sodding throughout the entire section.

*Protection of slopes.*—The stone protection of slopes and at west end of detached cribs across Round bay was completed on July 5, 1907.

*Stone Filling.*—Gravel taken from the north channel was placed in rear of coping of southwest retaining wall of lift lock in June, 1907.

The stone filling in rear of west end of cribs across Round bay was completed on July 5, 1907.

Broken stone was placed at water line in front of protection wall on north side of upper entrance in July, 1907.

Additional stone protection was placed around icebreaker at upper entrance pier and completed on October 23, 1907. Heavy blocks of stone, fastened with anchor chains, were placed crosswise around icebreaker pier. This work stood the test of



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the severe pounding of the ice floes during the past winter, with the result that no damage was effected nor any stones disturbed.

It has consequently solved the difficulty of protecting this pier for years to come.

*Service bridge.*—During April, 1907, a service bridge was erected over culvert at McLaughlin's hill.

*Fence.*—The work of erecting a fence along the north side of canal, east of weir, which occupied a week's work, was completed on August 27, 1907.

*Sweeping.*—After all the obstacles were removed from canal bottom the section was entirely reswept, thereby leaving this contract entirely completed on October 23, 1907.

A progress final estimate was prepared and returned on December 31, 1907. The final estimate is in an advanced stage and will be completed with as little delay as possible.

*Removal of shoals in river west of upper entrance of Galops canal.*—The contract for this work was awarded to Mr. M. A. Cleveland on July 25, 1907.

The removal of the upper shoal was commenced on September 4, 1907 and completed September 11, 1907.

The work on the second shoal was commenced on September 11, 1907, and discontinued on September 21, 1907, when the dredge was removed to the north channel.

The dredge resumed work on November 13, 1907, and discontinued for the season on December 10 to go into winter quarters.

The dredging operations will be resumed again early in April next.

*North Channel.*

The contract for this work was awarded to Mr. M. A. Cleveland and was commenced on May 14, 1897.

The works of construction proceeded with during the past year are as follows:—

*Earth excavation.*—The levelling and general cleaning up of the section and the grading of slope in rear of the cribwork at Spencer's island commenced on April 9, 1907, and was completed on October 12, 1907.

The dredging operations were resumed on July 5, 1907, removing material on the south side of channel, at lower end of channel, and completed on August 8, 1907.

The dredge started cleaning up bottom of channel on August 9, 1907, discontinued on September 4, 1907, and was removed to the shoals west of upper entrance of Galops canal. Resumed again on September 21, 1907, and completed on November 13, 1907.

After careful sweeping the channel proved safe for navigation at the present stage of high water.

*Stone filling.*—On April 9, 1907, some gravel was placed in rear of wall on top of icebreaker pier, from May 20 to October 23, 1907. Stone protection for the icebreaker pier, in rear of the concrete wall at Spencer's island, at nosing of wall on north side of Drummond island, around guide crib south side at lower entrance of channel, in rear of concrete wall at east end on south side of channel opposite station 29, and to form roadway along shore line on north side for the farmers' cattle east of station 25.

Gravel and broken stone were placed for protection along south side of upper entrance pier at station 108 and stone filling on south side in front and east of contractor's office was completed on August 14, 1907.

*Concrete and stone masonry.*—The closing of the gap of the concrete and stone wall on the south side and the placing of a concrete superstructure on top of small mooring pier at Drummond island was completed on October 1, 1907.



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The stone and concrete masonry for the superstructure of the mooring wharf in front of the contractor's office along with the construction of reinforced concrete arches over the two spillways on either side of the wharf were completed on October 8, 1907.

This contract is practically completed, some boulders which do not interfere with navigation at the present high stage of the river will be removed as soon as water begins to recede.

*Protection of slopes.*—Some repairs to the curbing at foot of concrete and stone wall on the south side of the channel was done between September 10 and 17, 1907.

‘GUT DAM.’

*Stone filling.*—Stone filling where required in read of the ‘Gut Dam’ commenced on May 30, and completed June 18, 1907.

The levelling of the rock talus east of dam and the placing of gravel for blinding approaches and east of dam was completed on June 24, 1907.

The rock protection and talus of indurated clay was completed June 29, 1907.

*Fencing.*—Around the government property at Les Galops island a fence was erected in June, 1907, to prevent cattle from crossing over on to the dam.

The final estimate is being prepared without delay. All the calculations of quantities, diagrams and plans have been completed and the copying of same is in progress.

GALOPS RAPID IMPROVEMENT.

This work was stopped in September, 1906, and contractors disposed of their plant during the past year.

In August, 1907, the channel was buoyed out by the Department of Marine and Fisheries.

An automatic gauge was placed on the north pier at lower entrance of north channel, showing depth of water available in the rapids channel for the guidance of vesselmen who may see fit to run the rapids.

This channel is now under the direction and charge of the Department of Marine and Fisheries.

A final estimate of the work done was returned on March 31 last, leaving a number of disputed claims to be adjusted before the Exchequer Court.

I am, sir, your obedient servant,

L. N. RHEAUME,  
*Engineer in Charge, St. Lawrence Canals.*

M. J. BUTLER, Esq.,  
Deputy Minister and Chief Engineer,  
Department Railways and Canals,  
Ottawa, Ont.

ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT.

CORNWALL, Ont., April 1, 1908.

SIR,—I have the honour to submit herewith the annual report on the maintenance and operation of the St. Lawrence canals for the fiscal year ending March 31, 1908.

THE CORNWALL CANAL.

Was opened for navigation on April 29 and closed on December 6. Navigation was interrupted from 4.30 p.m. July 5 until 9 p.m. on the 6th by an accident at lock 17 whereby the steam-barge *Iona* carried away the upper pair of gates.



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The water was drawn off the lower levels on April 7 and readmitted on April 21. During these two weeks the bottom of all the locks, old and new, were carefully cleaned of gravel, &c, loosened spikes and bolts were redriven, mudsills refastened and all broken valves replaced. The spare gates for the lower locks were taken out into the river and stored for the summer, and the operating machinery replaced on the lower locks. All the rip-rap that had fallen away was replaced the whole length of the canal.

In order to fit the *Alert* for working in a few inches of ice her hull was sheeted with heavy iron 36 inches wide.

Throughout the season the ordinary work of maintaining the banks, cleaning ditches, repairing gates and valves was carried on as the condition of things required it.

The new transformer house at lock 17, built of concrete blocks and iron roof, was completed and put into use. It is a very decided improvement on the old wooden ones. If it becomes necessary to build any more of these transformer houses I would suggest that all the lock structures be thrown into one and that one building made fireproof.

The gates broken by the steam-barge *Iona* were repaired and the cost charged to the *Iona*. They are now on hand as spares.

A scow 90 feet x 26 feet x 6 feet, of British Columbia fir, was built during the summer.

The oils and paints are separated from the other stores since moving them into the new fireproof oil house finished in November. It has a concrete foundation, walls of brick and roof of iron.

Lock 18 was equipped with iron snubbing posts set in concrete blocks and a backing of concrete put in along both sides of the lock.

Considerable repairs were done to the brick sewer that runs along the front of the town of Cornwall. At two points it was opened up and repaired for a distance of over 30 feet.

The lumber shed was extended a length of 52 feet. It is now as large as should be required to store the stock of lumber and timber that should be kept on hand.

Mr. E. T. Wilkie, Ontario land surveyor, started on April 1 on a survey, that the boundary of canal lands might be marked off. He made good progress with the work and it is almost completed. The plan of canal property will be ready in a few days.

Mr. Jas. McEniry, lockmaster at lock 19, died on June 18 and the vacancy was filled by the promotion of one of the lockmen. John Brydges, lockman at lock 17, was superannuated February 1.

The usual back water occurred at Cornwall during the winter. The jam appeared first just at the head of Pelow island. This caused the waters of the river to back up until they reached an elevation of 41.3, or 37 feet above the sill of lock 15, on February 7. A secondary jam occurred at Potash point and another at Malinde point, until just below lock 18 the water was within a foot of coming over the outer bank. It will be advisable to raise the outer bank just below lock 18 for a distance of a few hundred feet.

## THE WILLIAMSBURG CANALS

were opened on April 29 and closed on December 6, navigation having been maintained during the season without interruption.

Before the opening of navigation the water was lowered in the Rapide Plat canal to allow the contractor for the municipal power plant at Morrisburg to cut through the retaining wall.

All the loose rip-rap was picked up and put in place and several spots renewed during the season with a better class of stone hand laid.

A few trees and shrubs were planted at locks 23 and 24 and appear to be doing well.



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A complete top was put on the upper gates of old lock 23 and the upper gates of lock 28.

Further leakages appeared in the water pipe under the lock at Iroquois. Late in the season the leak became alarming and the trench was opened up and the joint where the leak occurred was properly caulked.

During the winter new gates for the upper end of lock 24 were built at the shops at Cornwall.

Early in the season Mr. John O'Leary finished his contract at the junction of the Iroquois and Cardinal sections.

Mr. Geo. A. Begy has made fairly good progress on the work of rebuilding the retaining walls on the back ditch at Iroquois. The contract will be completed early this season.

On November 15 Mr. J. W. LeB. Ross, assistant engineer, was transferred to Sault Ste. Marie and Mr. J. C. Boyd to Morrisburg as overseer of the Williamsburg canals.

On March 1 Mr. C. D. Sargent from the engineering staff was transferred to the operating staff as resident engineer.

#### THE MURRAY CANAL.

Opened on April 15 and closed on December 5, having been operated the full season without interruption.

At all points where required the banks were repaired, ditches cleaned out and rip-rap replaced.

The ditches are in such good shape now that very little sliding occurs along the banks.

Four permanent iron snubbing posts were put in at each bridge.

The coping course of the rest pier at the east end of the Trenton bridge and the west end of the C. O. Railway bridge was reset.

The watch-house at the C. O. Railway bridge was changed from the east to the west of the track. A much better view of the railway track is obtained.

Mr. R. Weddell's work on the rebuilding of the piers at the ends of the canal has progressed so that there are only three piers remaining to be finished and the bridges to be put on.

Appended are statements showing (I) Highest and Lowest Water Level, (II.) Fines and Damages.

I have the honour to be, sir,

your obedient servant,

W. A. STEWART.

*Superintendent.*

M. J. BUTLER, Esq., C.E.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.



RECORD of Highest and Lowest Levels of Water on the St. Lawrence Canals for Year ending March 31, 1908.

Month.	CORNWALL.			FARRAN'S POINT.			RAPIDE PLAT.			GALOPS.			LIFT LOCK.		MURRAY.						
	Lock 21.			Lock 22 Upper.			Lock 23.			Lock 24.			Lock 25.			Lock 27.			Lock 28.		
	High.			High.			High.			High.			High.			High.					
	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Low.	High.	Low.
1907.																					
April.....	18.3	16.0	16.9	18.7	18.0	19.5	18.8	18.6	18.0	18.2	17.4	21.5	20.8	17.2	16.4	18.1	17.2	14.1	13.10		
May.....	16.8	16.2	16.4	18.8	18.3	20.3	19.1	19.3	18.1	18.6	17.4	22.0	20.7	17.6	16.7	18.7	17.7	14.5	13.2		
June.....	16.4	16.0	16.9	18.8	18.3	19.8	19.1	18.9	18.5	18.5	17.7	21.7	21.1	17.4	16.8	18.4	17.8	14.4	14.1		
July.....	16.4	16.2	17.2	18.9	18.3	19.9	19.3	18.9	18.5	18.5	18.0	22.0	21.4	17.5	17.0	18.7	18.0	14.4	13.11		
August.....	16.3	15.9	16.9	18.9	18.1	20.0	19.0	18.7	18.1	18.7	17.5	21.7	20.8	17.4	16.5	18.4	17.4	14.3	13.8		
September.....	16.1	15.5	16.7	18.4	17.2	19.3	18.2	18.5	17.1	18.0	16.4	21.3	19.5	17.1	15.3	18.2	16.4	13.10	13.2		
October.....	16.0	15.5	16.6	18.5	17.7	19.3	18.4	18.3	17.5	17.9	16.7	21.0	20.0	17.0	16.1	17.9	16.7	13.8	13.3		
November.....	16.2	15.5	16.7	18.9	17.5	19.3	18.4	18.4	17.2	17.9	16.5	21.5	19.6	17.2	15.5	18.2	16.3	13.7	13.4		
December.....	16.7	16.4	16.8	18.7	17.2	19.5	18.0	18.4	17.0	17.8	16.4	21.1	19.0	16.9	15.0	17.8	15.9	14.0	13.3		
1908																					
January.....	22.8	15.7	17.5	20.0	16.3	21.0	16.8	19.8	15.7	18.3	14.6	21.6	17.2	17.1	14.7	18.0	14.6	14.1	13.9		
February.....	*33.2	22.9	16.6	20.3	16.9	22.0	17.7	18.9	16.7	17.1	14.5	20.4	18.2	16.5	15.2	17.2	15.9	14.4	13.10		
March.....	26.4	23.4	18.0	20.4	18.2	21.0	18.9	19.2	17.8	18.5	16.2	22.0	19.9	17.5	15.7	18.5	16.6	15.1	14.2		

\* Water rose to 36.95 at 1 p.m. on the 7th.



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STATEMENT of Fines and Damages in Connection with the St. Lawrence Canals, during the Year ended March 31, 1908.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks
	1907.		\$ cts.	\$ cts.		
G. Gates.....	May 13.....	Bombay ...	10 00	.....	D. McCarthy.....	Paid.
Lock 21.....	May 13.....	Baroness...	10 00	.....	D. McCarthy.....	"
Lock 20.....	June 17.....	Thrush.....	.....	10 00	M. T. Co.....	"
Mr. Bge.....	July 17.....	Glenmount.	69 69	.....	M. T. Co.....	"
Lock 17.....	July 5.....	Iona.....	1,333 09	.....	E. A. Hall.....	"

WILLIAMSBURG CANAL.

	1906.		\$ cts.	\$ cts.		
Pier at F.Point	August 27....	Ceylon.....	265 37	.....	The Calvin Co.....	Paid \$2 on August 27, 1907, balance on November 1, 1907.
Pier at F. Point	October 24...	Buckeye State....	157 90	.....	J. L. Crosswaithe.....	Paid \$150 on July 23, 1907, balance on November 23, 1907.
	1907.					
Lock 27.....	October 18...	Nevada.....	25 00	.....	Can. Lake Trans. Co..	Paid.
Lock 28.....	August 24....	Georgetown.	150 00	.....	J. L. Crosswaithe.....	"



## WELLAND CANAL.

## OFFICE OF THE SUPERINTENDING ENGINEER.

ST. CATHARINES, Ont., March 31, 1908.

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ended March 31, 1908.

*Navigation Season.*

The canal opened for navigation on April 15 and closed December, 1907.

*Accidents.*

Only one serious accident occurred during the year. The tug *Schenck*, bound down, on May 4, 1907, ran into the Michigan Central Railroad across the canal at Welland, throwing it off its pivot and delaying navigation for two days.

*Improvements—New Canal.*

Mr. Joseph Battle has made good progress under his contract for building a retaining wall in the rock cut at Ramey's bend.

Mr. M. J. Hogan has completed his contract for building a dock and turning basin at Welland.

Mr. W. E. Phin has made satisfactory progress on a contract undertaken last fall to widen the canal near Welland and dredging out the bank in front of the Welland dock and turning basin, the excavated material being used to fill in the old back ditch in rear of the dock.

The experimental lock gate operating machines in use during the summer of 1907 having proven satisfactory, a contract was awarded to Messrs. M. Beatty & Sons, Limited, Welland, for the manufacture of a sufficient number to operate all the gates on the canal. These machines have been delivered and are being set in place. A few of them will be in operation at the opening of navigation and the balance shortly afterwards. The motors to operate the machines have been manufactured and delivered by the Packard Electric Company, Limited, St. Catharines.

## PORT COLBORNE.

Messrs. Hogan and Macdonnell are still cleaning up the excavation in the outer harbour and in the entrance between the breakwaters. They expect to have this work completed early this season.

Mr. M. J. Hogan has completed his contract for 'new docking along west pier.'

Messrs. Peter Lyall & Sons, contractors for the elevators, have the building practically completed and are installing the machinery.

## PORT DALHOUSIE.

Mr. W. E. Phin, under contract, removed a shoal which had formed between the entrance piers.

*Repairs—New Canal.*

In addition to the ordinary repairs to locks, weirs, bridges, &c., which were done by the canal staff during the year, the mitre sill and about one hundred feet of the



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foundation at the lower end of lock No. 4 were renewed this spring, concrete being substituted for the old timber foundation.

*Repairs—Old Canal.*

The old canal was unwatered on April 1, 1907, and the foundation of one of the weirs at lock No. 2, which had been badly undermined, was repaired in a permanent manner with concrete.

St. Paul street swing bridge was thoroughly overhauled and partly rebuilt.

The bridge over lock No. 5 was entirely rebuilt.

*Welland Canal Feeder.*

The superstructure of the government wharf entrance to the feeder at Dunnville was renewed during the year.

A reinforced concrete bridge was built across the back ditch at the Petit road crossing to replace the old wooden structure.

PORT MAITLAND.

Mr. E. Conroy, contractor for renewing the superstructure and a portion of the substructure of the east entrance pier at Port Maitland, completed his contract in the fall of 1907. The heavy storms of the fall and winter of 1906-7 mentioned in my last annual report caused a great deal of damage to the old pier before the contractor commenced work upon it. A large portion of the superstructure and about 286 feet of the substructure was destroyed. A large quantity of gravel and stone had to be dredged out to allow new cribs to be sunk in place of those washed out.

*Slides on Summit Level.*

Quite a serious slide occurred in the east bank of the 'deep cut' between Allanburg and Port Robinson in January, 1908, some 15,000 cubic yards of material running into the canal, partly blocking the channel.

Another slide occurred in the west bank about two miles south of Welland.

A contract has been awarded to Mr. W. E. Phin, who fortunately had a dredge in the vicinity, to remove these slides, and he will have a channel through them by the opening of navigation.

TRAFFIC.

During the year the traffic was very heavy compared with previous years, several fine new boats having been placed on this route.

GENERAL.

The water in Lakes Erie and Ontario has kept well above normal during the year, especially Lake Ontario.

Mr. Michael Corcoran was the only employee superannuated during the year.

Mr. Robert Coulter, a superannuated employee, died on March 21, 1908.

Attached is a statement of moneys collected for damages caused to canal property by different vessels; also a statement of fines collected for breaches of canal rules and regulations; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,  
your obedient servant,

J. L. WELLER,  
*Superintending Engineer.*



WELLAND CANAL.

STATEMENT of damages to Welland Canal property during the Fiscal Year ending March 31, 1908, and the Amount Paid on Account of said Damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1907.		\$ cts.	\$ cts.	1907.	
April 24.....	Str. <i>S. N. Parent</i> .....	29 20	29 20	May 18.....	Pt. Dalhousie.
" 29.....	" <i>Rutland</i> .....	17 33	17 33	" 18.....	"
May 10.....	Barge <i>Baroness</i> .....	173 05	173 05	" 11.....	"
June 5.....	Str. <i>Turret Court</i> .....	9 75	9 75	July 9.....	"
" 24.....	" <i>Carthage</i> na.....	10 00	10 00	June 24.....	"
July 22.....	" <i>Sayinaw</i> .....	3 25	3 25	July 25.....	"
Aug. 9.....	" <i>San Juan de Austria</i> ..	125 00	125 00	Aug. 9.....	Pt. Colborne.
" 19.....	Barge <i>Ceylon</i> .....	297 65	297 65	Sept. 18.....	Pt. Dalhousie.
Sept. 9.....	Str. <i>Georgetown</i> .....	168 16	168 16	" 9.....	"
July 13.....	" <i>Stormont</i> .....	7 58	7 58	Oct. 17.....	"
Sept. 12.....	" <i>Fairmount</i> .....	12 62	12 62	" 5.....	"
" 13.....	" <i>Iroquois</i> .....	6 60	6 60	" 28.....	"
Oct. 24.....	" <i>Wasaga</i> .....	65 10	65 10	Nov. 12.....	"
Nov. 1.....	" <i>Geo. C. Howe</i> .....	50 00	50 00	" 23.....	"

STATEMENT of Fines Collected from Vessels Contravening Canal Rules and Regulations for the Fiscal Year ending March 31, 1908.

Date of Fine.	Name of Vessel.	Amount of Fine.	Amount Paid.	Date Paid.	Where Paid.
1907.		\$ cts.	\$ cts.	1907.	
May 28.....	Str. <i>J. R. Langdon</i> .....	10 00	10 00	June 26.....	Pt. Dalhousie.
July 19.....	" <i>City of Montreal</i> .....	5 00	5 00	July 30.....	"

STATEMENT showing the Highest and Lowest Depths of Water on the Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the Fiscal Year ending March 31, 1908.

Months.	LOWER SILL.				Months.	LOWER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1907.	Ft.	In.	Ft.	In.	1907.	Ft.	In.	Ft.	In.
April.....	16	11	16	8	November.....	16	4	16	1
May.....	17	1	16	9	December.....	16	3	16	1
June.....	17	2	16	11					
July.....	17	1	16	11	1908.				
August.....	17	0	16	8	January.....	16	9	16	2
September.....	16	8	16	4	February.....	17	0	16	7
October .....	16	5	16	2	March.....	17	7	16	11



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STATEMENT showing the Highest and Lowest Depths of Water on the Upper Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the Fiscal Year ending March 31, 1908.

Months.	UPPER SILL.		Months.	UPPER SILL.	
	Highest.	Lowest.		Highest.	Lowest.
1907.	Ft. In.	Ft. In.	1907.	Ft. In.	Ft. In.
April.....	15 4	13 9	November.....	16 8	14 2
May.....	18 2	14 7	December.....	15 9	12 9
June.....	15 9	14 8	1908.		
July.....	16 0	14 7	January.....	15 7	13 5
August.....	15 9	14 9	February.....	15 10	13 5
September.....	16 0	14 6	March.....	15 5	13 5
October.....	15 7	14 5			

SAULT STE. MARIE CANAL.

ENGINEER'S OFFICE.

SAULT STE. MARIE, Ont., May 7, 1908.

SIR,—I have the honour to submit my annual report on the improvements in progress to the entrance of the Sault Ste. Marie canal for the fiscal year ending March 31, 1908:—

*Dredging upper entrance.*—The deepening and widening of the upper entrance as laid down on the plan of improvements submitted and approved, was divided into three separate contracts. The first contract was entered into with Mr. John Hickler and Mr. Henry Hickler for the westerly section and was brought to a satisfactory completion November 1, 1904.

A second contract for the easterly section was let to Mr. C. S. Boone May 3, 1905. This contract consisted of deepening and widening that portion of the channel-way from the east end of the entrance piers extending westerly one and one-tenth miles. The conditions of the contract required that the channel should be deepened to 21 feet 5 inches below extreme low water mark, and from a width of 250 feet at the entrance piers widening to 500 feet as shown on the plan of work. The work of cleaning up this contract was in progress for the greater part of last season and was brought to a satisfactory completion November 28, 1907. The work was tested with the canal sweep and the required depth was found throughout. Soundings over the whole area were taken during the past winter and the depths recorded show in excess of that required.

The third contract, for the middle section, was entered into with Mr. C. S. Boone May 11, 1907. This contract comprises that portion of the channel-way passing through what is known as the Vidal shoal and situated two miles above the lock. The conditions of the contract require that the channel shall be deepened to 21 feet 5 inches, the same depth as that required in the former contracts, and a width of 500 feet secured throughout as shown on plan of work. The north half of the channel has been dredged over and during the coming season will be cleaned up, thus providing the additional depth much required at the upper entrance, I trust, at an early date. Work on the south half will be started when the north half is made safe for navigation.

*Extension to the south pier, upper entrance.*—A contract was entered into with Messrs. Wright & McPhail for an extension of 40 feet to the westerly end of the new concrete pier on the south side of the canal. The substructure of cribwork was put in place and well filled with stone, and before starting the superstructure was allowed to settle during the winter months. The concrete superstructure will be executed during the coming season.



## SESSIONAL PAPER No. 20

*Stone protection bank or backing to south pier extension.*—Work on the stone protection bank at the rear of the new concrete pier was advanced, leaving the westerly end until the extension under way is completed.

*Cast iron mooring posts.*—A contract was entered into with Messrs. Wright & McPhail for the construction of 19 cast iron mooring posts set in concrete blocks placed 40 feet apart along the north side of the lock. This contract was executed in a satisfactory manner and brought to a completion October, 31, 1907.

I have the honour to be, sir,  
your obedient servant,

F. B. FRIPP,  
*Engineer in Charge.*

M. J. BUTLER, Esq., C.E.,  
Deputy Minister and Chief Engineer,  
Ottawa.

## SAULT STE. MARIE CANAL.

## SUPERINTENDING ENGINEER'S OFFICE.

SAULT STE. MARIE, Ont., May 29, 1908.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 31, 1908.

I am indebted for a large portion of the information contained in this report to Mr. F. B. Fripp who filled the position of acting superintendent until December 1, 1907.

The canal was opened for traffic on April 22 and closed on December 15, 1907, having been open for 238 days.

This has been by far the most successful year since the opening of the canal, as indicated by the increase of registered tonnage of vessels and also by the quantity of freight passing through the canal, the registered tonnage being 91½ per cent greater and the freight tonnage being 137 per cent greater than any previous year. This increase is probably largely due to the heavy traffic for the season and to the improvement in the channel at the upper entrance.

The usual exchange of ships' reports was made with the St. Mary's Falls canal on the opposite side of the river, from which complete statistics have been compiled by the United States authorities of the traffic passing this point, some of which statistics are given in the following table:—

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of Carrying per mile Ton.	Estimated Value of Freight carried.	Percentage of Freight carried in Canadian Vessels.	Number of Passengers.
1855.....	193	106,296	14,503	.....	.....	.....	4,270
1860.....	916	403,657	153,721	.....	.....	.....	9,230
1865.....	997	409,062	181,638	.....	.....	.....	19,777
1870.....	1,828	690,826	539,883	.....	.....	.....	17,153
1875.....	2,023	1,259,534	833,465	.....	.....	.....	19,685
1880.....	3,503	1,734,890	1,321,906	.....	.....	.....	25,766
1885.....	5,380	3,035,987	3,256,628	.....	.....	.....	36,147
1890.....	10,557	8,454,435	9,041,213	1.3	102,214,948	3.5	24,856
1891.....	10,191	8,400,685	8,888,759	1.35	128,178,208	4.0	26,190
1892.....	12,580	10,647,203	11,214,333	1.31	135,117,267	3.8	25,896
1893.....	12,008	8,949,754	10,796,572	1.1	145,436,957	4.1	18,869
1894.....	14,491	13,110,366	13,195,860	.99	143,114,503	3.5	27,236
1895.....	17,956	16,806,781	15,062,580	1.14	159,575,129	3.75	31,656
1896.....	18,615	17,249,418	16,239,071	1.	195,146,842	3.	37,066
1897.....	17,171	17,619,923	18,982,755	.83	218,235,927	3.	40,213
1898.....	17,761	18,622,764	21,234,634	.79	233,069,739	2.2	43,426
1899.....	20,255	21,958,347	25,255,810	1.5	281,364,750	3.1	49,082
1900.....	19,452	22,315,834	25,643,073	1.18	267,011,959	3.	58,555
1901.....	20,041	24,626,976	28,403,065	.99	289,906,865	4.	59,663
1902.....	22,659	31,955,582	35,961,146	.89	358,306,300	4.	59,377
1903.....	18,596	27,736,444	34,674,437	.92	349,405,014	6.	55,175
1904.....	16,120	24,364,138	31,546,106	.81	334,502,686	6.	37,695
1905.....	21,679	36,617,699	44,270,680	.85	416,965,484	5.	54,204
1906.....	22,155	41,098,324	51,751,080	.84	537,463,454	5.	63,033
1907.....	20,437	44,087,974	58,217,214	.80	569,830,188	5.	62,758



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## DAMAGES.

On September 1 the steamer *John Stanton* ran into the south pier at the lower entrance, doing considerable damage, and on the following day the steamer *H. P. McIntosh* collided with the canal scow which was engaged in making some repairs. The owners of both vessels have paid the cost of making the necessary repairs.

## REPAIRS.

At 9.30 p.m. on July 6 traffic through the canal was suspended while the water was pumped out of the lock and some repairs made to the sheaves of the lower main gates and the gratings over the entrances to the culverts for filling and emptying the lock. The sheaves, which had been giving some trouble as they were above the level of the floor and had been struck on several occasions by boats, were lowered into the floor so as to be out of reach of boats, and the gratings, which had been moved by the ice in the spring, were fastened down. The water was let into the lock again at 2 p.m. on the 8th.

Repairs were also made to the north pier at the lower entrance which had been damaged by the steamer *Stanton*, and also the canal scow which had been damaged by the steamer *McIntosh*.

The south pier at the upper entrance was levelled up and replanked from the east end to the junction with the concrete extension.

At the close of navigation the upper main gates were unstepped and replaced by the spare gates. The water was pumped out of the lock, the culverts cleaned out, the sheaves of the auxilliary gates lowered into the floor and some other small repairs made to some sheave castings which had been broken.

This spring the gate and valve machinery was thoroughly overhauled and the usual painting done preliminary to the opening of navigation.

## IMPROVEMENTS.

Iron snubbing posts set in concrete blocks were placed along the north side of the lock to replace the old wooden posts, adding greatly to the appearance of the lock. Similar posts are required on the south side of the lock.

It would seem advisable to place a pavement along the north side of the lock, outside the snubbing posts to accommodate the public, as the crowds of people who visit the lock at times interfere with the men operating the lock and also run considerable risk of accident, as the lines from boats at present cross the pavement.

A considerable amount of levelling was done to the grounds by cutting away the high spoil banks, but there is still a great deal to do before these banks will be entirely removed and the grounds put in proper shape.

The north pier at the upper entrance is in very bad condition needing a new top throughout. It would seem advisable in renewing the structures of this kind to use concrete instead of timber, but in this particular case the alignment of the pier is so bad it would only perpetuate a bad state of affairs to put on a concrete top, and I would suggest rather to renew the whole pier.

The alignment of the bank on the south side is also very bad and could be very much improved at some future date.

The captain of vessels report that the discharge of water from the turbines makes it difficult to enter the lock from the lower end without colliding with the south pier. This would appear from observation to be correct and it would be advisable to make a change in the location of the discharge pipes to overcome this difficulty.

I have the honour to be, sir,  
your obedient servant,

J. W. LeB. ROSS,  
*Superintending Engineer.*

M. J. BUTLER, Esq., C.E.,  
Deputy Minister and Chief Engineer,  
Department of Railways and Canals.



SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT since opening of lock, September 9, 1895.

	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1895.		1896.		1897.	
Period open.....	{ Sept. 9.... Dec. 6.....		May 7..... Dec. 10.....		April 21..... Dec. 14.....	
Canadian registered tonnage.....	125,240		586,571		398,343	—188,228
U. S. registered tonnage.....	623,131		3,810,794	3,187,663	3,406,018	—404,776
Total tonnage.....	748,371		4,397,365	3,648,994	3,804,361	—593,004
Lockages.....	698		3,042	2,344	2,976	— 66
Vessel passages.....	1,193		5,189	3,996	4,376	— 13
Time passing lock.....	212 h. 27 m.		984 h. 22 m.	771 h. 55m.	684 h. 11 m.	300 h. 11m.
Average time lockage.....	18.26 m.		18.42 m.		13.97 m.	
	1898.		1899.		1900.	
Period open.....	{ April 11... Dec. 9.....		April 26..... Dec. 20.....		April 23..... Dec. 16.....	
Canadian registered tonnage.....	403,331	4,988	561,759	158,428	579,528	17,769
U. S. registered tonnage.....	2,354,606	1,051,412	2,388,441	33,835	1,616,139	—772,302
Total tonnage.....	2,757,937	1,046,424	2,950,200	192,263	2,195,667	—754,533
Lockages.....	2,520	456	2,610	90	2,205	405
Vessel passages.....	3,712	664	3,820	108	3,163	657
Time passing lock.....	609 h. 30 m.	74 h. 40 m.	643 h. 16 m.	33 h. 46 m.	541 h. 24 m.	101 h. 52m.
Average time lockage.....	14.51 m.		14.78 m.		14.73 m.	
	1901.		1902.		1903.	
Period open.....	{ April 20... Dec. 21.....		April 1..... Dec. 20.....		April 2..... Dec. 13.....	
Canadian registered tonnage.....	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U. S. registered tonnage.....	1,672,631	56,492	3,238,069	1,565,438	3,145,020	93,049
Total tonnage.....	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages.....	2,906	701	3,418	512	3,242	176
Vessel passages.....	4,243	1,080	5,169	926	4,418	751
Time passing lock.....	724 h. 38 m.	183 h. 14m.	925 h. 57 m.	201 h. 19m.	883 h. 10 m.	42 h. 47m.
Average time lockage.....	14.96 m.		16.25 m.		16.34 m	
	1904.		1905.		1906.	
Period open.....	{ April 30... Dec. 26.....		April 10..... Dec. 20.....		April 10..... Dec. 20.....	
Canadian registered tonnage.....	1,557,335	59,050	1,799,336	242,001	1,959,186	159,850
U. S. registered tonnage.....	2,673,090	471,930	3,739,224	1,066,134	4,399,990	660,766
Total tonnage.....	4,230,425	530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages.....	3,012	230	4,031	1,019	4,152	121
Vessel passages.....	4,092	326	5,853	1,761	5,913	60
Time passing lock.....	811 h. 28 m.	71 h. 42 m.	1060 h. 38 m.	249 h. 10 m.	1131 h. 23 m.	70 h. 45 m.
Average time lockage.....	16 16 m.		15 79 m.		16.35 m.	
	1907.					
Period open.....	{ April 22... Dec. 15.....					
Canadian registered tonnage.....	2,288,349	329,143				
U. S. registered tonnage.....	9,887,632	5,487,643				
Total tonnage.....	12,175,982	5,816,786				
Lockages.....	4,596	444				
Vessels passages.....	6,153	240				
Time passing lock.....	1378 h. 58 m.	247 h. 35 m.				
Average time lockage.....	10.18 m.					



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## TRENT CANAL.

PETERBOROUGH, April 24, 1908.

M. J. BUTLER, Esq.,  
Deputy Minister and Chief Engineer,

DEAR SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1908, covering the work of construction chargeable to 'capital' account.

## SIMCOE-BALSAM LAKE DIVISION.

The canal between Simcoe and Balsam lakes was ready for navigation at the opening of the season of 1907 except the hydraulic lock at Kirkfield, which was not formally opened for traffic until July 6, 1907, after which date it remained in commission up to October 26, 1907, when navigation through the lock was closed for the season. The lock was taken off the hands of the Dominion Bridge Company, contractors for its construction, on December 31, 1907, and a final estimate for it prepared and sent in to the department.

During the past year a final estimate in favour of Messrs. Larkin & Sangster, contractors for section 2, was prepared in detail and forwarded to the department. The final estimate of Messrs. Brown & Aylmer for section 3 is nearing completion and will likely be finished next month.

With the opening of the Kirkfield lock last July navigation was opened between Orillia, on Lake Simcoe, and Healey's Falls, on the River Trent, a distance of 160 miles. The depth of water on the sills of the locks connecting the chain of lakes and river reaches between these points is about 6 feet and the lock chambers are 33 feet wide and from 134 feet to 142 feet long between the Hollow Quoins, with the exception of the Rosedale lock which is only about 29 x 100 feet, but the old wooden lock at this place will soon be replaced by a new concrete lock.

## ROSEDALE SECTION.

Last summer plans and a specification for a new lock, dam and short canal, connecting Balsam and Cameron lakes, were prepared and the work advertised for tenders. A contract for the execution of the work was entered into with the Randolph MacDonald Company, Limited, on February 24, 1908. The Rosedale lock and new canal will be built to the same dimensions as those of the Ontario-Rice lake division, and the river and lake channels leading to the new canal will be dredged to 9 feet depth at the normal levels of the lakes.

The contractors have begun work and now have the clearing over the right of way of the canal completed, a lot of gravel for concrete delivered, some plant on the work and a number of houses built for shops, storehouses, &c. They have also purchased the dredging fleet of Messrs. Brown & Aylmer, now on Lake Simcoe waters, which will be taken over to Rosedale on the opening of navigation. The purchase of this dredge, tug and scows by the contractors puts them in a position to proceed at an early date with the excavation, as otherwise they would have had to build a plant on the ground with the result that very little excavation would have been done this year.

## BOBCAYGEON SECTION.

During the past year a plan and specification was prepared for a new concrete dam at the lower end of the Little Bob river to replace the old wooden dam at this point which is in ruins. For the construction of the dam a contract was entered into with Messrs. McCoy & Wilford, Limited, on December 3, 1907. During the winter the contractors did some rock and earth excavation for the foundation of the dam, and delivered all the gravel required for concrete, and are now ready to proceed with the



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concrete work as soon as the high water in the lake subsides some. The work will be finished early this fall.

## BUCKHORN SECTION.

Last year a plan and specification was prepared for a new concrete dam and highway bridge at Buckhorn to replace the old wooden structures, which are in a very dilapidated condition. On July 2, 1907, a contract was entered into with Messrs. E. & D. Conroy for the construction of the new dam and bridge. About 50 per cent of the work has been finished, including all the sluices of the dam, which were placed in use last fall and used all winter to control the waters of Buckhorn lake. The contractors have on hand 75 per cent of the gravel required to complete the concrete work together with all the steel bar reinforcement for the bridge, and are now in a position to finish their contract by the middle of this season.

## HOLLAND RIVER DIVISION.

*Section No. 1.*—This section extends from Cook's bay, Lake Simcoe, up the Holland river to Holland landing, a distance of eight and one-half miles. A contract for the execution of the work, which is chiefly dredging, was entered into with the Lake Simcoe Dredging Company on August 30, 1906. The company spent the whole of the season of 1906 building a dredge at Barrie, which was not completed and delivered on the work until May, 1907, when pumping operations with it were begun. When they stopped work for the season on December 10 last they had excavated about 9,900 cubic yards, which represents the work done by their dredge for the year 1907. Besides this small quantity of excavation a little clearing has been done.

*Section No. 2.*—This section extends from Holland landing to Newmarket, a distance of  $4\frac{1}{2}$  miles, on which there are three locks with a total rise of 43 feet above Lake Simcoe. A contract for the execution of the work was entered into with Mr. John Riley on February 12, 1908, and assigned by him to Messrs. Russell, Dill & Lothian on February 19, 1908, since which date they have been making preparations to proceed with the works embraced in the contract.

*Queensville road bridge.*—Messrs. D. Conroy & Sons, contractors for the bridge, completed the substructure of the bridge last July, and the Dominion Bridge Company put the superstructure on the piers the following month. Last fall the contractors for the substructure made up the approaches sufficiently wide and high to permit the use of the bridge by the public during the winter. These approaches will be finally completed this spring.

## ONTARIO-RICE LAKE DIVISION.

During the last session of parliament the government adopted the all-river route, by the Trent river with the terminal point at Trenton, on Lake Ontario as the southern outlet of the canal and voted a sum of \$700,000 to begin the work. As soon as this vote was available instructions were issued by the department last April to organize an engineering staff and proceed with the work of preparing plans and specifications for letting of contracts. In accordance therewith offices were established at Trenton, Campbellford and Hastings and the work of obtaining the additional field data for the preparation of the plans begun. For construction purposes the 58 miles of river, with a fall of 369 feet between Rice lake and Trenton, is divided into seven sections. The locks of this division will have eight feet four inches of water on the sills and chambers 33 feet wide by 175 feet long between Hollow Quoins. The short canals at each lock and the river reaches will have a depth at normal water level of nine feet. All locks, dams, bridge piers and other structures will be built of concrete and all the works embraced in the construction of the canal will be furnished in a most substantial and permanent manner.



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To date the plans and specifications for sections 1, 2, 3 and 5 have been completed and the contracts for them awarded. The plans for sections 4, 6 and 7 are in course of preparation.

*Section No. 1.*—This section extends from Trenton to Glen Millar, a distance of about four and a quarter miles. On the section are three lift locks of 20, 20 and 27 feet lifts. A contract for the work was entered into with Messrs. Larkin & Sangster on March 10, 1908, since which date the contractors have delivered a large quantity of plant on the ground and have now at work a steam shovel in the deep cutting south of the Grand Trunk Railway at Trenton.

*Section No. 2.*—This section extends from Glen Millar to Frankford, a distance of about four and a half miles. On the section are three lift locks of 18, 18 and 16 feet lifts. A contract for the work has been awarded to Messrs. Dennon & Rogers.

*Section No. 3.*—This section extends from Frankford to a point three miles west of Glen Ross. The total length of the section, measured along the centre line of the canal and river channel, is seven and one-half miles. At Glen Ross there is a lock of nine feet to overcome the fall of Chisholm's rapids. A contract for the work has been awarded to the Canadian General Development Company.

*Section No. 5.*—This section extends from Campbellford to Crow bay, a distance of three miles. On the section are two lift locks of 23 and 25 feet. A contract for the work was entered into with Messrs. Brown & Aylmer on September 28, 1907. Since then the contractors have finished the middle falls dam, except the concrete platform across the top of it, and during the past winter delivered a large quantity of gravel for concrete, of which there are now on hand 15,000 cubic yards. The contractors hope this season to build and finish the lock at Middle Falls and part of the dam at Stephen's rapids. They have also delivered large quantities of timber and other building material.

The contract for these seven sections will all involve large quantities of submarine rock and earth excavation for which dredges, scows, tug and drill boats will have to be built on each section, which will mean considerable delay in beginning the submarine excavation on each contract. Messrs. Brown & Aylmer during the past winter delivered from British Columbia all the fir required for the construction of their dredging and drilling fleet, which they are now building on Crow bay, but which will not be in commission until late this summer.

I am, sir, your obedient servant,

ALEX. J. GRANT,  
*Superintending Engineer.*

## RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

OTTAWA, April 1, 1908.

SIR,—I have the honour to submit herewith my report on the Rideau canal for the fiscal year ending March 31, 1908.

Navigation opened at Ottawa May 1, 1907. Navigation opened at Kingston Mills May 1, 1907. Navigation closed at Ottawa November 29, 1907. Navigation closed at Kingston Mills November 27, 1907.

At this time last year, when I sent in my last annual report, the spring freshet was in progress and in addition to the damage done to the apron at Hogsback and to the waste weir at Black Rapids, the ice wrecked the timber lay by piers at the Nar-



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rows, both above and below the lock, details of which will be found under the heading of the Narrows lock.

Towards the close of last season some trouble was occasioned to navigation on account of exceptionally low water in lower Rideau lake, when the water fell so low that the regular line boats had difficulty in getting through the cut leading from the lake to Poonamelee lock, in fact, a lighter draft vessel had to be put on in place of one of the regular boats.

This occurred about the middle of October and was the result of a phenomenally dry summer.

The spring freshet has not commenced yet this year, and although a larger quantity of snow fell last winter than I have ever known before, yet much of it has melted and run off quietly on account of warm days followed by frost at night, so that when the break up does come, which will be in the course of a few days, the quantity of snow will have been so reduced that I do not consider there will be more than a normal volume of water to run off.

In addition to this, the ice is not nearly so thick as it usually is, so that all things being considered, I do not anticipate much damage this spring either from high water or ice.

The principal works and repairs executed along the line of the canal during the last fiscal year are as follows:—

## OTTAWA LOCK STATION (8 LOCKS).

Portion of the wharfing round the basin, from Laurier bridge to about opposite the new skating rink, was taken up and relaid with 3-inch hemlock plank and new cedar stringers laid under the same. Three new sluice frames were put in at the locks and four new chain blocks. Sundry small repairs were made to the lock masonry. I regret to have to record the sudden death last July of Mr. N. W. Clarke who was for 19 years lockmaster at this station.

## OTTAWA EAST BRIDGE.

Small repairs were made to the flooring of the swing span and also to the bridge keeper's house.

## BANK STREET BRIDGE.

The swing span was replanked with 3-inch hemlock plank and sundry small repairs made to the bridge keeper's house.

## CONCESSION STREET BRIDGE.

No repairs were required here.

## HARTWELL'S LOCK STATION (2 LOCKS).

Two pairs of lock gates were put in here. Some new storm sash were purchased for the lock house. A dry wall about 150 feet long was built below the waste weir to prevent further erosion of the banks of the waste water channel and sundry small repairs made to the station generally.

## HOGSBACK LOCK STATION (2 LOCKS).

As stated above, considerable damage was done at this station by the spring freshet of 1907 as follows:—

The large timber apron below the west bulkhead was completely wrecked by ice and washed out by the spring freshet.



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This apron, which was about 175 feet square, was built of cribwork filled with stone and planked with 3-inch plank. Down each side runs a wing crib 12 feet wide and about 8 feet higher than the apron floor.

All this was carried out and the soft shaley rock was scoured out in large flakes, some of which were three feet thick.

When the water subsided it was found that the work of rebuilding was of much greater magnitude than was first supposed, and, in fact, it took a month to clear away the wreckage and debris.

The whole apron has been rebuilt with round timber at the bottom, with the two top courses of sawn hemlock, all filled with stone and planked with oak plank.

A greater slope has been given the apron so that the ice and water now have a much better vent, and the wing cribs have been rebuilt with square timber and filled with stone.

The middle pier between the two bulkheads, which was also broken by ice, has been taken down and rebuilt, and a protection crib over 100 feet long has been built at the junction of the bulkhead with the main dam.

The stone wall between the two bulkheads was also broken for about 50 feet, but has been rebuilt with Portland cement—the original wall being of heavy dimension stone laid dry.

All these repairs, which were absolutely necessary and which had to be made immediately, have cost a large sum of money, and it is mostly on this account that I had to apply to the department for additional funds in the supplementary estimates. Some dredging was done here last May by one of the dredges belonging to the Public Works Department and the clay excavated deposited in front of the bulkhead and dam to stop leakage.

Two new string bars were placed on the lock gates. Some storm sash were purchased for the new lock house. Portion of the tow-path was rip-rapped and sundry small repairs were made to the station generally.

#### BLACK RAPIDS LOCK STATION (1 LOCK).

As stated in my last report, the centre bent of one of the stoplog weirs (containing two bays of stoplogs) was carried out by the ice last year, so that until it was replaced no stoplogs could be put in. As this could not be done owing to high water, long boom timbers were substituted for stoplogs and were braced in the centre and sheeted upstream. By this means the water was held up satisfactorily all last season, and it was intended to rebuild the weir last year, the materials for doing which were delivered on the ground before navigation closed. However, the water was so high all last winter that it was found to be impossible to do the work without building expensive coffer dams both below and above the weir and pumping it out. I therefore decided to leave the weir as it is for the ensuing season of navigation, but it has been again braced and strengthened and I am confident will serve its purpose for another season, its appearance being its worst feature. As the nature of the bottom (which is composed of loose stone and seamy rock) makes the construction of tight coffer dams such very costly work, I trust my action in deferring the repairs until a more favourable season will meet with your approval. One new sluice frame was put in at the lock. A new kitchen was built at the lock house and sundry small repairs were made to the station generally.

#### LONG ISLAND LOCK STATION (3 LOCKS).

About fifty feet of sheet piling, 10 inch x 12 inch x 20 feet long, was driven above the bulkhead. This completes this work and will I hope have the desired effect of stopping the constant washing out of the clay, and thus save a considerable item of expense annually in replacing the same. Sundry small repairs were made to the station generally.



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## MANOTICK BRIDGE.

The swing span was rebuilt last winter and some new planking laid on the floor of the fixed spans.

## WELLINGTON BRIDGE.

No repairs were required here last year.

## BECKETT'S LANDING BRIDGE.

No repairs were required here last year.

## BURRIT'S RAPIDS LOCK STATION (1 LOCK).

Sundry small repairs were made to the embankments above the lock and to the station generally.

## NICHOLSON'S LOCK STATION (2 LOCKS).

Small repairs were made to the lock house and also to the store house and to the station generally.

## CLOWE'S LOCK STATION (1 LOCK).

Sundry small repairs were made to the station generally.

## MERRICKVILLE LOCK STATION (3 LOCKS AND 2 BASINS).

The lower mitre sill of lock 21, which had been leaking badly, was repaired, re-bolted to the rock and filled with concrete. For this work it was necessary to build a coffer dam below the lock and pump it out. The sill is now as good as new. The north wall of the lower basin was grouted and pointed with Portland cement. Sundry small repairs were made to the station generally.

## KILMARNOCK LOCK STATION (1 LOCK).

Sundry small repairs were made to the station generally.

## EDMOND'S LOCK STATION (1 LOCK).

The lower gates of lock 25 were rebuilt and the upper mitre sill was taken down and rebuilt with new dimension stone. One new sluice frame was put in the upper sluices. A small apron of planked cribwork, below the waste weir, was washed out bodily last winter when the stoplogs were taken out to lower the reach for repairs to the station above. This apron stranded intact about 100 feet below the weir and will be rebuilt during the coming summer. The stability of the weir is in no wise endangered by this somewhat curious accident.

## OLD SLYS LOCK STATION (2 LOCKS).

A new pair of lock gates was put in between locks 26 and 27 and the masonry piers at this spot as well as the gate recesses were taken down and rebuilt with new dimension stone. The middle mitre sill also was partly rebuilt with two new courses of stone. The lock house was resingled and small repairs made to the interior. The timber lay-by piers above the lock were renewed with three new courses of timber and sundry small repairs made to the station generally.

## SMITH'S FALLS COMBINED LOCK STATION (3 LOCKS AND V BASIN).

The old crib filling between the wing wall of the upper lock and the stone pier of the swing bridge having become rotten is now being taken down and rebuilt with



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portion of the old stone from Old Slys lock. The timber lay-by piers in the basin have all been renewed for four courses. I am having the south side of the basin, which is too shallow to float any boat and which occasions an useless waste of water every time the basin is filled for locking, gradually filled up year by year, thus reducing the volume required to fill it. The lock house is in a bad condition; in fact, I have delayed repairing it as I consider that it is not worth it, and have included an item in my estimates submitted to you last August for a new house. Sundry small repairs were made to the station generally.

## SMITH'S FALLS DETACHED LOCK STATION (1 LOCK).

The bridge crossing the mill pond was replanked. A new brick chimney was built to the lock house and sundry small repairs were made to the station generally.

## POONAMALEE LOCK STATION (1 LOCK).

The masonry of lock 32 being in bad condition, a coffer dam was built below and the lock pumped. Both lower wing walls and gate recesses were taken down to be rebuilt and the lower mitre sill repaired and concreted. The upper gate recesses were taken down to be rebuilt as far as the level of the upper mitre sill. Two new sluice frames were put in. This work is not actually completed, but will be, I hope, by the 15th of this month. A new storehouse was built here on the south side of the lock to replace the old one which has stood so long on the north side. Why the old one was built on the north side I cannot imagine, as it is practically on an island and no teams can ever reach it except in winter time when a rough bridge is thrown across the lock.

## BEVERIDGES LOCK STATION (2 LOCKS).

Two new pairs of lock gates are being put in here. One pair is finished and the other pair will be completed in a week or ten days. Sundry small repairs were made to the station generally.

## PERTH BASIN.

Sundry small repairs were made to the wharfs in the basin, to the tow-path road and culverts and to the flooring of the four bridges belonging to the department. The appearance of the basin in the town has been greatly improved by the Perth Horticultural Society, who, assisted by our bridge keepers, have put in flower beds and seeded and graded up the banks.

## OLIVER'S FERRY BRIDGE.

No repairs were made to this bridge last year, but next winter the piers on which the superstructure rests will have to be rebuilt from low water mark up.

## THE NARROW LOCK STATION (1 LOCK).

The masonry of this lock (No. 33) being in bad condition, it was unwatered (the coffer dams having being built by contract with Mr. Fred Alford, of Elgin, and the pumping done with our own steam plant) and taken down and rebuilt with new dimensions stone. Two pairs of new lock gates were put in. The lay-by piers, both above and below the lock, were badly wrecked by ice last spring, the two top courses of timber having been lifted up and broken. The lower piers have been rebuilt, but the water in the upper Rideau was too high last winter for the upper piers to be repaired, so, although the timber was on the ground, we could not repair them, but this will be done next autumn when the lake is low.



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## NEWBORO LOCK STATION (1 LOCK).

The bulkhead at the upper entrance to the cut was badly damaged by the ice last spring and had to be almost entirely rebuilt, but it is now in good shape. Sundry small repairs were made to the station generally.

## CHAFFEYS LOCK STATION (1 LOCK).

One new pair of lock gates were put in at lock 35. The swing bridge was replanked. Small repairs were made to the kitchen of the lock house and to the station generally.

## DAVIS'S LOCK STATION (1 LOCK).

Sundry small repairs were made to the station generally.

## JONES'S FALLS LOCK STATION (4 LOCKS AND 1 BASIN).

The lower sill of the upper lock No. 37 has been repaired and will be renewed next winter. The lower sill of lock 40 was also repaired by our diver and rebolted and strapped. Sundry small repairs were made to the dam, bridges and station generally.

## BRASS'S POINT BRIDGE.

No repairs were made here last year.

## UPPER BREWERS LOCK STATION (2 LOCKS AND 1 BASIN).

Two new swing bars were framed and placed on the gates of lock 42. Sundry small repairs were made to the station generally.

## LOWER BREWERS LOCK STATION (1 LOCK).

The waste weir was entirely rebuilt and a new set of stoplogs furnished for the same. Small repairs were made to the lockmaster's house and to the station generally.

## KINGSTON MILLS LOCK STATION (4 LOCKS AND 1 BASIN),

A hot air furnace was placed in the new lock house, the lockmaster contributing 25 per cent of the cost of the same. The western embankment was repaired, the stone being furnished and spread by contract with Mr. William Keenan. Sundry small repairs were made to the station generally.

## GENERAL.

The Douglas fir dimension timber used last year for lock gates and heavy structures was purchased by contract with the Ottawa Lumber Company, the quantity being 136,695 feet B.M.

The Portland cement used in the masonry repairs was purchased by contract with Mr. Adam Foster, of Smith's Falls, the quantity being 1,600 barrels. The annual supply of white lead for painting, amounting to 5,500 pounds, was purchased by contract from Mr. W. G. Charleson, of Ottawa.

## DREDGING PLANT.

The dredge *Rideau* was employed last season in dredging the approaches to the wharf at Seeley's bay and also at Westport on the lower Rideau. She also dredged out the river immediately below the dam at Black rapids lock station, and wintered in the basin at Ottawa.



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She has been extensively repaired during the winter. The machinery has been overhauled and repaired, new spuds framed and her bottom caulked and the crane repaired.

The new tug *Loretta*, which was built under contract with the Polson Iron Works of Toronto, was delivered last August and is fully up to specification. The old tug *Shanly*, which was taken in part payment for the new boat, was handed over to the Polson's captain at Kingston, where he had brought the new tug from Toronto.

The *Loretta* was employed in August, September and October in towing the dredge and scows, freighting timber and supplies with flat scow and on inspection work.

A new coal scow is required for the dredge and will be built next winter.

The thanks of this branch of the department are due to the Department of Public Works for their courtesy in lending us the dredge *Nipissing*, tug and two dump scows for two weeks last May to dig and deposit clay in front of our works at Hogsback station, where heavy leakage existed, and when our own dredge could not be brought to the spot.

A system of channel marks has been commenced on this canal by the Department of Marine at the request of some of the boat owners. Two levels were so marked out last season with tripods on which lanterns were hung at night, and I understand that two more levels are to be so marked out this season.

In conclusion, may I be permitted to state that the extension of hours for passing boats up to 6 a.m. and from 9 p.m. on Sundays was much appreciated by persons using the canal last season and proved a great convenience to all concerned.

I attach hereto a table showing the highest and lowest water each month on the lower sills of locks Nos. 1 and 47, at Ottawa and Kingston Mills respectively, from April 1, 1907, to March 31, 1908.

I have the honour to be, sir,

your obedient servant,

ARTHUR T. PHILLIPS,

*Superintending Engineer.*

M. J. BUTLER, Esq., C.E.,  
Chief Engineer,  
Department Railways and Canals,  
Ottawa.



RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

OTTAWA, April 1, 1908.

CANALS REVENUE BRANCH.

TABLE showing monthly the highest and lowest water on the lower mitre sills of Locks Nos. 1 and 47, at Ottawa and Kingston Mills Lock Stations respectively, from April 1, 1907, to March 31, 1908.

OTTAWA, LOCK No. 1.						KINGSTON MILLS. LOCK No. 47.					
Highest.			Lowest.			Highest.			Lowest.		
Ft. In.			Ft. In.			Ft. In.			Ft. In.		
Apr. 2-4.....	15	5	Apr. 25-26.....	11	3	Apr. 24-30.....	9	1	Apr. 1-3.....	8	10
May 25-26.....	19	10	May 1.....	12	7	May 17-31.....	9	3	May 1-8.....	9	1
June 1.....	19	2	June 30.....	15	1	June 25-30.....	9	5	June 1-19.....	9	3
July 3-4.....	15	2	July 31.....	11	1	July 28-31.....	9	10	July 1-2.....	9	5
Aug. 1-2.....	11	1	Aug. 29-31.....	8	1	Aug. 1.....	9	10	Aug. 31.....	9	0
Sept. 31.....	9	11	Sept. 8.....	7	8	Sept. 1-6.....	9	0	Sept. 16-26.....	8	10
Oct. 19-20.....	10	7	Oct. 6.....	9	7	Oct. 1-6.....	8	11	Oct. 31.....	8	6
Nov. 11.....	13	3	Nov. 1-2.....	9	11	Nov. 1-2.....	8	6	Nov. 22-30.....	8	2
Dec. 18-20.....	11	6	Dec. 2.....	10	3	Dec. 25-31.....	8	7	Dec. 1-3.....	8	2
Jan. 1-2.....	11	0	Jan. 27.....	9	6	Jan. 22-31.....	8	11	Jan. 1-7.....	8	7
Feb. 1-2.....	10	0	Feb. 12-14.....	9	4	Feb. 1-3.....	8	11	Feb. 12-19.....	8	9
March 31.....	11	9	Mar. 11-14.....	9	0	Mar. 31.....	10	0	Mar. 1.....	8	9

A. T. PHILLIPS,  
*Superintending Engineer.*

ST. PETERS CANAL.

ST. PETERS, C.B., March 31, 1908.

SIR,—I have the honour to submit my annual report on work and operation on St. Peter's canal under my charge during the fiscal year ending March 31, 1908.

Item 1.—Placing 7 new iron castings under canal swing bridge and replacing 5 new braces of wood under the bridge.

Item 2.—Putting 7 new mooring posts.

Item 3.—Repairing damage done to inside low water gate, west side, by schooner *Argosy*.

Item 4.—Taking up toe roller on inside high water gate, west side, and strengthening out toe roller bar that was sprung.

Item 5.—Shimming up the tracks on three of the other gates and putting on 5 new chains.

Item 6.—Putting in 20 new hanging fenders and building resting pillows to hang them on and repairing 14 of the old resting pillows and hanging fenders on same.

Item 7.—Whitewashing government warehouses and fence around the government property and putting in a new platform at warehouse.

The necessary repairs and improvements were inspected last September by Mr. Ross, engineer, a report of same, I presume, was submitted to the department.



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Navigation opened on canal May 1, 1907, and closed January 14, 1908, during that time 1,332 steamers and vessels passed through the canal.

There is one tidal lock and four pairs of gates on St. Peters canal.

Meantime, I am, dear sir,  
your obedient servant,

J. H. DEVEREUX,

M. J. BUTLER, Esq.,  
Chief Engineer and Deputy Minister,  
Department Railways and Canals,  
Ottawa.

## TRENT CANAL.

PETERBOROUGH, May 11, 1908.

SIR,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the year 1907-8.

The extent of the canal now completed and in operation covers a stretch of 160 miles.

The navigation opened and closed on the different stretches as follows:—

Hastings to Peterborough, opened April 20, closed November 23.

Peterborough to Lakefield, opened May 29, closed November 14.

Lakefield to Bobcaygeon, opened May 3, closed November 28.

Bobcaygeon to Rosedale, opened May 3, closed November 23.

Balsam lake to Lake Simcoe, officially opened for public traffic July 6, closed October 26.

The following work was carried out during the year on the division extending from Healey's Falls to Bobcaygeon:—

### HASTINGS.

The lockmaster's house was overhauled and put into a good state of repair. The lock gates were repainted. The bridge was repainted and replanked.

### RICE LAKE.

A lighthouse was erected at the entrance to the east channel of the Otonabee river.

### IDYL WILD.

A new top was placed on the wharf and the crib work was filled with stone.

### HALL'S LANDING.

A new steamboat landing was built.

### GORE'S LANDING.

The steamboat channel to the dock was dredged.

### OTONABEE RIVER.

A channel, 9 feet in depth, 1,200 feet in length and 100 feet wide, was dredged at Dangerfield.



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## SMITHSON'S LANDING.

A new wharf was built at this point.

## WALLACE'S POINT.

A new dock, costing \$1,200, was built here.

## PETERBOROUGH STREET RAILWAY TERMINAL.

A new dock, at the cost of \$1,400, was built here.

## PETERBOROUGH LOCK.

The lock gates were repainted, the booms were repaired and the boom piers were renewed and filled with stone.

## SECTION EXTENDING FROM PETERBOROUGH TO LAKEFIELD (10 MILES).

There are six locks and the hydraulic lift lock on this stretch. All the lock gates on this section as well as the fences were painted. A new timber slide was put in at No. 5 dam.

## LAKEFIELD.

The timber booms extending from Lakefield to Young's Point were overhauled and placed in proper position.

## YOUNG'S POINT.

A new concrete entrance pier was constructed at the upper entrance to the lock. The government property was properly fenced. The lockmaster's office was renovated.

## CLEAR LAKE.

A new lighthouse was placed at the entrance to the channel leading to Young's Point. A lighthouse was placed at the entrance to Stony lake.

## STONY LAKE.

A number of small docks, both public and private, were raised. This was done at the expense of the department by reason of the department's raising the water level in the lake. The raising of the water afforded good navigation, but in doing so the wharfs which had been erected according to the former level were submerged. The wharfs were raised in proportion to the height the water was raised over the former level.

## BURLEIGH FALLS.

The bridge over Perry's creek was renewed.

## LOVESICK.

A new dam was built at this point.

## BUCKHORN.

A new concrete upper entrance pier to the locks was built. Four new lock gates were put on and new modern opening apparatus was installed.

The following work was carried out during the past year on the division extending from Boycaygeon to Balsam lake, including the Seugog river stretch of navigation.



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## LINDSAY.

On the Lindsay river we erected nine new lighthouses, placed lights on two beacons, making thirteen lighthouses in all on the Lindsay river between Lindsay town and Sturgeon lake, a distance of about seven miles. This river is very circuitous in its route which makes this number of lighthouses necessary.

The Wellington street bridge was temporarily repaired with new timber where required. However, a new bridge is necessary at this point.

A shelter was erected for the bridge tender at Wellington street.

Minor repairs were made to the Lindsay locks and lock gates.

## FENELON FALLS.

The lockhouse and lock gates were repaired and painted and a dry wall of concrete was built at the lower end of the lock to retain the embankment that was continually being washed away by the rainstorms.

At the lower entrance at the south side we built a concrete landing pier, 60 feet x 16 feet.

## CAMERON LAKE.

A new lighthouse was built at the entrance to the boat channel from Cameron lake west of the railway bridge.

## BALSAM LAKE.

At Rosedale the old locks were repaired and some minor repairs were carried out on the dam and slide. A new lock and dam are in course of construction here.

A new pier and lighthouse were built at the entrance to the boat channel from Balsam lake to the Rosedale lock.

We buoyed out the boat channel leading from Rosedale across Balsam lake to the entrance of the canal.

The channel from Rosedale up Balsam lake and Gull river to Coboconk was buoyed out.

The following work was carried out during the past year on the division extending from Balsam lake to Lake Simcoe:—

## PORTAGE ROAD.

A turning basin was dredged at this point and the mouth of Grass river was dredged out so that ordinary small steamers drawing six feet of water and not more than 50 feet long can now navigate up the Grass river to Victoria road, a distance of 4½ miles.

## FROM KIRKFIELD TO BOLSOVER.

Considerable work was done between these two points on the Lake Simcoe-Balsam lake division in removing floating stumps, logs and booms that were continually blowing in from the drowned lands on this division.

## FOURTH CONCESSION BRIDGE.

The embankments were all resodded and three miles of fencing leading to the drowned lands in Eldon and Carden townships was built.

## BOLSOVER.

The bridge at Bolsover was painted.



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## BOUNDARY ROAD.

This bridge was painted and a small shelter was placed here for the accommodation of the bridge tender.

## LOCK NO. 1.

The lock gates were repainted and some minor repairs carried out. A new lock house was also erected at this point.

## LOCK NO. 2.

The lock gates were repainted and some minor repairs done, and a new lock house was erected at this point.

## DAM NO. 3.

We built a concrete abutment for a road bridge and concrete protection walls connecting the bridge abutments with dam No. 3 to prevent the water from washing out the embankments.

The channel between lock No. 1 and lock No. 2 was buoyed out.

## LOCK NO. 3.

The lock gates were painted and a new lock house was built for the lockmaster.

## LOCK NO. 4.

The lock gates were painted and a new lock house was built for the lockmaster.

## LOCK NO. 5.

The lock gates were painted and a new lock house was built for the lockmaster. The middle road bridge at this lock was repainted.

A drain, 800 feet in length, 200 feet of which is 14-inch tile, was put in on the north side of the canal at this point for the purpose of carrying off the seepage from the canal above the lock and preventing damage to the adjoining property.

A new store house was built at this lock.

## LAKE SIMCOE.

A lighthouse at the entrance of the canal on Lake Simcoe was erected.

The following work was performed on what is known as the 'Reservoir Waters,' and which consist of numerous lakes, rivers and streams, not on the route of, but tributary to the Trent canal.

## ON THE BURNT RIVER.

*Pine lake dam.*—We rebuilt this dam. The structure is 100 feet long and it was built of concrete. A new slide 150 feet long was put in.

*Stormy creek.*—We repaired three slides in this creek.

*Bear lake.*—We repaired the dam and slide.

*Grace lake.*—The road around Grace lake was raised 18 inches. The road is one-half mile long and heretofore it was flooded by reason of our conserving the water in the lake.

*Contain lake.*—The dam and slide at this point were repaired.

*Devil's lake.*—The slide had been carried away in the spring by the high water. It was, therefore, repaired by us.



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*White lake.*—The front of the dam was regravelled.

*Townsend's dam.*—We built a new slide at this point. The dam was also repaired and new stop logs were provided.

*Gooderham.*—A new store house was built for the use of the foreman on the Burnt river waters.

## ON THE GULL RIVER.

*Norland.*—The dam at this point was rebuilt. The slide was repaired.

*Elliott's Falls.*—A new platform was placed on the dam and minor repairs carried out.

*Moore's falls.*—New rollers for raising stop-logs were installed and some new stop-logs were provided.

*Horseshoe lake.*—This dam is in a poor state of repair and will have to be renewed shortly. The platform was temporarily repaired and other minor repairs carried out.

*Hawke lake.*—This dam was raised three feet and now affords a greater reservoir capacity than formerly.

*Kenesee lake.*—The face of this dam was gravelled and new stop-logs were placed in the dam.

*Eagle lake.*—A shelter for the foreman on these waters was built on this lake.

*Oblong lake.*—A new boat house was built for the use of the department here.

## ON THE SQUAW RIVER.

Dam No. 1 and dam No. 2 were repaired and stop-log posts and glance piers were placed on the two dams.

## ON THE MISSISSAUGUA.

*Gull lake.*—The dam was repaired and some new stop-logs and stop-log rollers were installed.

*Eagle lake.*—This dam was overhauled and put in good repair.

*Deer lake.*—This slide was repaired; new planking was put in the slide where required.

*Scott's dam.*—New stop-logs were provided.

## ON JACK'S CREEK.

The dams on this creek and on Jack's lake were repaired.

## PLANT.

During the past year we have had built for towing and inspection purposes a splendid new craft which we have named the *Bessie Butler*. The boat was built by contract by the Polson Iron Works.

We have also completed a new scow 80 feet in length and 22 feet beam.

During the year the dredge *Trent*, which we loaned to the Department of Public Works, sank and is a total wreck in so far as the hull is concerned. The machinery is in good condition and will be used for a new dredge.

A new sweeping scow was built for the use of the engineer's staff.



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## THE WORK OF THE TUGS.

During the past year the tug *Bob Hall* was engaged principally on the Lake Simcoe-Balsam lake division and on the Lindsay river.

The tug *Sovereign* was engaged in painting buoys, towing material for repairs and was also used for inspection purposes.

The tug *Empire* was engaged with the dredge *Emmerson*.

## GENERAL.

During the year two of the outside officers were called away by death. These were Timothy Leary, lockmaster at No. 2 lock on the Lake Simcoe-Balsam lake division, and William Trennum, bridge tender at the Peterborough locks bridge.

The water in the entire system has been kept at a steady and uniform height, and there have been no complaints from the steamboat interests or power development companies during the year in this respect.

On July 6 the formal opening of the Kirkfield hydraulic lift lock took place, the lock being officially opened for public use by Hon. Mr. Lemieux, Postmaster General. The affair was attended by several thousand people and it marked an important epoch in the history of the canal, the opening of this lock now affording a connection by water between Lake Simcoe and Balsam lake and making a straight stretch of navigation extending 160 miles, from Orillia to Healey's Falls, some 16 miles below the village of Hastings.

The traffic on the canal continues to increase in volume and the past year witnessed the largest number of lockages in any one year in the history of the canal.

I am, sir, your obedient servant.

J. H. McCLELLAN,  
*Superintendent.*

M. J. BUTLER, Esq., C.E.,  
Deputy Minister Railways and Canals.  
Ottawa, Ont.

## TRENT CANAL SURVEYS OF ROUTES.

OFFICE OF THE ENGINEER IN CHARGE,  
OTTAWA, Canada, April 4, 1908.

SIR,—I have the honour to submit my report upon the works in connection with the surveys of routes for the Trent canal, under my charge for the fiscal year ended March 31, 1908, as follows:—

The survey for a proposed outlet for the Trent canal from Lake Simcoe to the Georgian bay, via the Nottawasaga river, which had been commenced on March 21, 1907, and was in progress at the beginning of the last fiscal year, was continued, with one party in the field, and prosecuted with the care and precision commensurate to the object in view, which was to obtain the necessary data to enable a comparison to be made with other rival outlet routes to the Georgian bay.

The survey was carried on with great vigour, and the field work thereof was finally completed and the party paid off and disbanded on June 29, 1907. The staff then returned to Ottawa and immediately started work in the office on the preparation of the plan and profiles and calculation of quantities for the estimates.

This work is now well advanced toward completion. On February 29, 1908, completed the general plan and profiles of projected location of alternative canal routes in connection with the proposed improvements of section No. 3 of the east branch of the Holland river from Newmarket to Aurora in the province of Ontario; also report



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and alternative detailed estimates, including computations for water supply storage reservoirs, &c.

On the 27th ultimo, finished the office work with respect to the proposed improvements of the west branch of the Holland river to Schomberg, Ontario. This comprised the general plan and profile and detailed plans for necessary structures, &c., 12 in all, and likewise the report and alternative detailed estimates, all of which have been submitted.

I have the honour to be, sir,  
your obedient servant,  
EDMUND J. WALSH, *M. Inst. C. E.*  
*Engineer in Charge.*

M. J. BUTLER, Esq.,  
Deputy Minister and Chief Engineer.  
Ottawa, Canada.

OFFICE OF THE GENERAL CONSULTING ENGINEER TO THE  
GOVERNMENT.

OTTAWA, Canada, May 14, 1908.

SIR,—I have the honour to report upon the progress made with the surveys and the works of construction on the western division of the Grand Trunk Pacific Railway up to the close of the fiscal year ended March 31, 1908.

LOCATION SURVEYS.

Plans and profiles of the proposed location from Winnipeg to the east bank of Wolfe creek, the point where the ‘prairie section’ terminates and the ‘mountain section’ begins, a distance of 916 miles (covering the entire ‘prairie section’), and from the east bank of Wolfe creek for 169 miles westerly together with the location plans and profiles for a distance of 100 miles from Prince Rupert easterly, have been submitted by the Grand Trunk Pacific Railway Company for approval, all of which have been approved by order in council, excepting those for the first 50 miles out from Prince Rupert which are being held in abeyance by the Board of Railway Commissioners pending inquiry into the question of the location interfering with certain salmon canning factories. This leaves a balance of about 570 miles of the ‘mountain section’ for which the revised location is incomplete and of which the plans and profiles have not yet been submitted by the Grand Trunk Pacific Railway Company for approval.

From the foregoing statement it will be observed that the length of the ‘prairie section’ is. . . . . 916 miles.  
And of the ‘mountain section,’ approximately. . . . . 839 “

Making a total approximate distance from Winnipeg to Prince Rupert of. 1,755 miles.

A revised location of the ‘mountain section’ may possibly reduce this distance by a mile or two.

PROGRESS MADE WITH THE WORKS.  
*Grading, Culverts and Bridges.*

The grading and bridging of the ‘prairie section,’ 916 miles, and 100 miles of the ‘mountain section,’ in all 1,016 miles, are under contract.

Six hundred and sixty miles of the section between Winnipeg and a point half a mile west of the North Saskatchewan river bridge are practically completed, leaving a distance on this section of 121 miles upon which very little work has been done,



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excepting on two heavy steel structures, viz.: The bridges over the Battle river and the North Saskatchewan river. Upon this 121 miles there remains to be done about 2,000,000 cubic yards of excavation, the building of a few small pile and frame trestle bridges and culverts, also about 60 per cent of the concrete masonry in piers, abutments and pedestals of the Battle river bridge and the erection of the superstructure of this bridge, and also the superstructure of the North Saskatchewan river bridge (the material for these superstructures has not yet reached the site of the bridges.)

From a point half a mile west of the North Saskatchewan river bridge to Wolfe creek, 125½ miles, the only work executed has been the clearing of 939 acres of the right of way. The contract for this section was only awarded to Messrs. Foley, Welch and Stewart during the yast winter, and they have since been busily engaged in the work of bringing in supplies and plant in readiness for a vigorous prosecution of construction work during the forthcoming season. The time limit for completion under this contract is the end of November, 1908.

The same firm have recently been awarded the contract for the first 100 miles from Prince Rupert easterly. No construction work has been done thereon, but they are bringing in supplies and plant in readiness for action so soon as practicable.

Upon the 'prairie section,' covering 916 miles, the most important structures are heavy steel bridges resting on concrete masonry piers and abutments as follows:—

1. The Assiniboine river bridge, 10 miles east of Portage la Prairie, 426 feet long, 15 feet high; 1 span, 250 feet; 2 spans, 88 feet each.
2. Miniota branch of the Canadian Pacific Railway, 1 span of 68 feet.
3. Assiniboine river bridge at St. Lazare, 1 span 250 feet.
4. South Saskatchewan river bridge, 1,501 feet long, 74 feet high, 1 span 50 feet, 1 span 125 feet, 1 span 175 feet and 5 spans of 225 feet.
5. Battle river bridge, 2,770 feet long and 180 feet high; a series of short spans on steel trestles with one large span over the river.
6. North Saskatchewan river bridge, 1,635 feet long and 136 feet high; 4 spans of 40 feet, 10 spans 50 feet, 2 spans of 150 feet and 3 spans of 225 feet.
7. Pembina river bridge, 280 feet long and 200 feet high; 4 spans of 40 feet, 7 spans 60 feet and 1 span of 200 feet.

The condition on the work on each af these large structures may be summed up as follows, viz.:—

1. Assiniboine river bridge.—The work is nearing completion.
2. Miniota branch of the Canadian Pacific Railway.—This is completed.
3. Assiniboine river bridge at St. Lazare.—The concrete masonry substructure is completed and the steel superstructure is ready for erection.
4. South Saskatchewan river bridge.—This is completed.
5. Battle river bridge.—About 40 per cent concrete masonry substructure is executed and the steel superstructure is being manufactured.
6. North Saskatchewan river bridge.—The concrete masonry substructure is completed and the steel superstructure is ready for erection.
7. Pembina river bridge.—No work is yet done on this bridge.

## TRACKLAYING.

The track has been laid from the 45th mile west of Winnipeg to the 362nd mile, and from the 407th mile to the 468th mile, a distance of 378 miles of main line, in addition to which 37 miles of track is laid in sidings. The work of tracklaying is still in progress.

## RAILS.

There are 36,553 tons of 80-lb. steel rails in stock available, sufficient to lay 292 miles; the balance of rails required to enable the track to reach Edmonton is coming forward.



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## TIES.

There is a stock of 850,000 ties on the ground sufficient to lay 283 miles, and other supplies are arriving almost daily.

Now that the difficulty in procuring ties has been overcome, it is confidently expected that the tracklaying between Winnipeg and Edmonton will be completed by the end of October, 1908, and possibly for some miles west of Edmonton.

## INTERLOCKING PLANTS.

Interlocking plants have been installed at the following named crossings of other railways:—

1. The Varcoe branch of the Canadian Pacific Railway at the 77th mile.
2. The Arizona branch of the Canadian Northern Railway at the 102nd mile.
3. The Miniota branch of the Canadian Pacific Railway at 167th mile.
4. The Prince Albert branch of the Canadian Northern Railway at 465th mile.

## BALLASTING.

The track has been ballasted from the 54th mile to the 214th mile, a distance of 160 miles. On some portions there is a first lift of 6 inches and on other portions it is lifted to the full finished height of 12 inches. This 160 miles of the road is in good safe running condition for public traffic.

## BUILDINGS.

1. At Portage la Prairie a brick union station has been erected.
2. At Rivers divisional station a station house, 38 feet x 105 feet, an engine house and machine shop are in course of erection; of the first named about 65 per cent and of the two other 95 per cent of the work is done.
3. At Nokomis station a station house has been erected.
4. At Melville divisional station a station house, 41 feet x 137 feet, an engine house and machine shop are in course of erection; of the first named 70 per cent and of the other two 65 per cent of the work is done.

## WATER SERVICES.

Water services are in course of construction at the following named points:—

1. Harte station, at 106th mile, water tank, complete except painting.
2. Rivers divisional station, 120th mile, water tank, complete except painting.
3. St. Lazare station, 201st mile, water tank, complete except painting.
4. Welby station, 214th mile, water tank, complete except painting.
5. Gerald station, 228th mile, water tank, complete except painting, but pipe line not laid.
6. Atwater station, 249th mile, a well is being dug.

A gang of well diggers is at work at other stations endeavouring to find water.

## CATTLE GUARDS.

One hundred cattle guards are placed in position at public road crossings and 576 are in stock, making a total of 676 already provided.

## FENCING.

Fifty-five miles of wire fencing has been erected. The work of fence building has, however, been suspended during the winter season. There are in stock 253,500 posts, 4,374 rolls of wire, 151 kegs of staples and 188 gates with which to continue the work of fence erection upon the opening of the working season of 1908.



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## TELEGRAPH.

Two hundred and seventy-one miles of telegraph line have been built between Winnipeg and Melville stations; work thereon was, however, suspended during the winter to be resumed about the middle of May, 1908, weather permitting.

## EXPENDITURE.

Prairie section. . . . .	\$ 19,465,857 25
Mountain section. . . . .	1,016,740 12
<hr/>	
Total expenditure by Grand Trunk Pacific Railway Company. . . . .	\$ 20,482,597 37
<hr/> <hr/>	

## TRAFFIC.

During last autumn, upon requisitions from farmers and others along the line of the Grand Trunk Pacific Railway between Portage la Prairie and Melville stations, cars were placed at stations for grain reception and when loaded were attached to the working trains and hauled into Portage la Prairie and transferred to either the Canadian Pacific or Canadian Northern Railways to go forward. This has doubtless been a great accommodation to the farmers and others concerned.

## SUMMARY.

Summarizing my observations, I may say that in June, 1907, I made a personal tour of inspection over the route as projected from Winnipeg to the summit of the Yellowhead pass. On this tour I carried out, in conjunction with the company's engineer, the delimitation of the 'prairie section' as dividing it from the 'mountain section,' in accordance with the provisions of the company's charter and agreement with the government, the point of division being fixed as at the east bank of Wolfe creek, 916 miles from Winnipeg.

At the time of my visit the works of construction were in progress from Winnipeg to the North Saskatchewan river, though owing mainly to the difficulty in procuring a sufficient number of labourers the work of grading and bridging was not advancing at the rate which, before the working season opened, had been looked for.

The distance from Winnipeg to Prince Rupert, the Pacific coast terminus of the road, is approximately 1,755 miles, for which a final location of 1,185 miles has been made with most satisfactory results. Of the balance, 570 miles, a preliminary location has been made, a revision of which is in progress with every prospect of the final location of the whole line being completed in a few months.

The alignment of the 916 miles of 'prairie section' is remarkably good, but for prairie work the works of construction are very heavy. Through the 'mountain section' the surveys show excellent results as to grades and alignment; the works of construction, as might be expected through the Rocky mountains, are heavy, the cuttings being largely composed of solid rock and the structures numerous.

So far as one can predicate from existing conditions, by the close of the working season just entered upon, the grading and bridging of 1,000 miles will probably be completed and the track be laid over 825 miles, and the road for the 470 miles between Winnipeg and Saskatoon ballasted and set up in good form with the necessary station buildings, engine houses, machine shops and water services for efficient operation.

I have the honour to be, sir,  
your obedient servant,

COLLINGWOOD SCHREIBER,  
*Chief Engineer Western Div. N. T. Ry.*

The Hon. GEORGE P. GRAHAM,  
Minister of Railways and Canals.  
Ottawa, Ontario.















PART III

RAILWAY SUBSIDIES







No. 1.

RAILWAY SUBSIDIES.

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of Subsidy granted for same Railways.

Number.	Name of Railway.	No. of miles built up to March 31, 1908.	No. of miles paid and provided for.	Subsidy paid and available at March 31, 1908.		Subsidy paid to March 31, 1908.	
				\$	cts.	\$	cts.
1	Albert Southern.....	16	16	50,460	00	50,460	00
2	†Atlantic and Lake Superior.....	30	30	165,734	00	144,969	02
3	†Algoma Central and Hudson Bay.....	77	91	924,976	00	924,976	00
4	Atlantic, Quebec and Western.....	20	20	64,000	00	64,000	00
5	Baie des Chaleurs.....	70	70	620,000	00	620,000	00
6	Baie of Quinte.....	15	35	141,722	45	141,722	45
7	Beauharnois Junction.....	19·50	19·50	62,400	00	62,400	00
8	Belleville and North Hastings.....	6·84	6·84	21,888	00	21,888	00
9	Beersville Coal and Railway Co.....	6·48	7	20,736	00	20,736	00
10	Brantford, Waterloo and Lake Erie.....	18	18	57,600	00	57,600	00
11	Brockville, Westport and Sault Ste. Marie..	44·50	44·50	140,800	00	140,800	00
12	Bruce Mines and Algoma.....	18	18	53,920	00	53,920	00
13	Buctouche and Moncton.....	31·75	31·75	101,600	00	101,600	00
14	Canada Atlantic.....	54·05	54·05	282,355	20	282,355	20
15	Canada Central.....	120	120	1,525,250	00	1,525,250	00
16	†Canada Eastern.....	107	107	350,400	00	350,400	00
17	†Canadian Pacific.....	1,905	1,905	25,000,000	00	25,000,000	00
18	" " extension.*.....	683·07	698·83	5,916,346	00	5,916,346	00
19	†Cape Breton, extension.....	30	30	182,400	00	182,400	00
20	Caraquet.....	67	67	224,000	00	224,000	00
21	Central (of New Brunswick).....	45·66	89·50	238,400	00	142,400	00
22	Cornwallis Valley.....	14	14	44,800	00	44,800	00
23	Columbia and Kootenay.....	27·75	27·75	88,800	00	88,800	00
24	†Canadian Northern.....	490	490	1,909,132	00	1,909,132	00
25	" " (Ontario).....		270	1,356,800	00	1,316,096	00
26	" " (Quebec).....	210·42	213·59	814,658	71	814,658	71
27	Chateauguay and Northern.....	58	58	391,819	75	391,819	75
28	Cap de la Madeleine.....	2·32	2·32	7,424	00	7,424	00
29	†Coast of Nova Scotia (now Halifax and Yarmouth).....	50	61	160,000	00	160,000	00
30	†Central Ontario.....	21	40	144,061	36	144,061	36
31	Cumberland.....	14	14	39,850	00	39,850	00
32	Colchester Railway and Coal Co.....	4	4	12,800	00	12,800	00
33	Dominion Lime Co.....	4·80	4·80	15,360	00	15,360	00
34	Dominion Coal Co.....	27·44	27·44	87,808	00	87,808	00
35	†Drummond County.....	133·00	135·60	423,936	00	423,936	00
36	†East Richelieu Valley.....	21·86	21·86	69,952	00	69,952	00
37	Edmonton-Yukon Pacific.....		50	91,200	00	91,200	00
38	Elgin, Petitcodiac and Havelock.....	12	12	38,400	00	38,400	00
39	Erie and Huron.....	30	30	96,000	00	96,000	00
40	Esquimalt and Nanaimo.....	71	71	750,000	00	750,000	00
41	Fredericton and St. Mary's Bridge Co.....	1·33	1·33	30,000	00	30,000	00
42	Grand Trunk, Georgian Bay and Lake Erie.	12·42	12·42	39,744	00	39,744	00
43	Grand Trunk.....	Bridge.	Bridge.	500,000	00	500,000	00
44	Great Eastern.....	12·50	12·50	40,345	00	40,345	00
45	Guelph Junction.....	15·25	15·25	46,000	00	46,000	00
46	†Gulf Shore.....	16·78	16·78	53,699	20	53,699	20
Carried forward.....		4,697·22	5,084·61	43,397,577	67	43,240,108	69



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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction,  
&c.—Continued.

Number.	Name of Railway.	No. of miles built up to March 31, 1908.	No. of miles paid and provided for.	Subsidy paid and available at March 31, 1908.		Subsidy paid to March 31, 1908.	
				\$	cts.	\$	cts.
	Brought forward.....	4,697·22	5,084·61	43,397,577	67	43,240,108	69
47	Halifax and South-western.....	98	246·80	1,238,450	93	1,238,450	93
48	Harvey Branch... ..	3	3	5,553	57	5,553	57
49	Hereford.....	48·50	48·50	155,200	00	155,200	00
50	Irondale, Bancroft and Ottawa.....	45	45	144,000	00	144,000	00
51	International (Quebec).....	49	49	156,800	00	156,800	00
52	International (N.B.) formerly Restigouche and Western.....	15	77	246,400	00	178,408	07
53	† Inverness Ry. & Coal Co.....	60·97	98	390,208	00	368,545	97
54	Joggins.....	12	12	37,500	00	37,500	00
55	Kettle River Valley Ry. Co.....	.....	43·40	97,771	52	97,771	52
56	Kingston and Pembroke... ..	15	15	48,000	00	48,000	00
57	Klondyke Mines Railway Co. . . . .	30	30	256,000	00	197,184	00
58	Kingston, Napanee and Western. . . . .	61·35	61·35	208,732	80	208,732	80
59	L'Assomption.....	3·50	3·50	11,200	00	11,200	00
60	† Lake Erie and Detroit River.....	126·90	128·05	475,851	00	475,851	00
61	Lake Temiscamingue Colonization.....	45·84	45·84	310,335	95	310,335	95
62	Leamington and Lake St. Clair.....	16	16	51,200	00	51,200	00
63	Lindsay, Bobcaygeon and Pontypool. . . . .	38·70	38·70	185,173	06	185,173	06
64	Lotbinière and Megantic . . . . .	30	30	96,000	00	96,000	00
65	Manitoulin and North Shore.....	12·60	12·60	204,800	00	32,000	00
66	Middleton and Victoria Beach.....	39·30	39·30	125,760	00	125,760	00
67	Montreal and Sorel (now South Shore).....	61·50	126·67	517,541	92	296,998	38
68	Montreal and Lake Champlain.....	83	83	103,600	00	103,600	00
69	Montreal and Western . . . . .	70	70	361,270	00	361,270	00
70	Montreal and Lake Maskinongé . . . . .	12·90	12·90	41,280	00	41,280	00
71	Montreal and Ottawa.....	60	60	192,000	00	192,000	00
72	† Montreal and Province Line.....	18·3	18·3	58,560	00	58,560	00
73	Montfort Colonization.....	32·20	32·20	167,440	00	167,440	00
74	Maganetawan River.....	1·11	1·11	3,552	00	3,552	00
75	† Massawippi Valley.....	1·68	1·68	5,376	00	5,376	00
76	† Midland (Nova Scotia).....	57·18	58	399,060	40	399,060	40
77	Minudie Coal Co. Ltd.....	5·80	5·80	18,544	00	18,544	00
78	Nakusp and Slocan....	36·80	36·80	117,760	00	117,760	00
79	New Brunswick and P. E. Island.....	35·45	35·45	113,440	00	113,440	00
80	New Brunswick Coal and Railway Co.....	15	45	144,000	00	48,000	00
81	New Glasgow Iron and Coal Co.....	12·45	12·45	39,840	00	39,840	00
82	Nicola, Kamloops and Similkameen.....	47·20	45	302,080	00	300,800	00
83	Northern Colonization.. . . .	20·90	20·90	133,760	00	133,760	00
84	Northern Pacific Junction.....	110	110	1,320,000	00	1,320,000	00
85	Nova Scotia Central . . . . .	73·50	73·50	235,200	00	235,200	00
86	Napierville Junction Ry. Co.....	27·10	27·10	173,440	00	173,440	00
87	Ontario, Belmont and Northern.....	9·60	9·60	30,720	00	30,720	00
88	Ontario and Quebec . . . . .	61·25	61·25	196,000	00	196,000	00
89	Orford Mountain....	34	53·50	192,942	50	192,942	50
90	Oshawa Railway and Navigation Co.. . . . .	7	7	22,400	00	22,400	00
91	† Ottawa, Northern and Western (formerly Ottawa & Gatineau Valley).....	90·14	93·86	414,931	20	414,931	20
92	† Ottawa and New York... ..	53·87	53·87	262,384	00	262,384	00
93	† Ottawa, Arnprior and Parry Sound.....	159·58	159·58	779,712	00	779,712	00
94	Parry Sound Colonization . . . . .	47·75	47·75	152,800	00	152,800	00
95	Pontiac and Pacific Junction.....	70	70	193,578	00	193,578	00
96	† Phillipsburg Junction.....	7·41	7·41	23,712	00	23,712	00
97	Pontiac and Renfrew.....	4·25	4·25	13,600	00	13,600	00
98	Pontiac and Pacific and Ottawa and Gatineau.	Bridge.	Bridge.	212,500	00	212,500	00
99	† Pembroke Southern . . . . .	20	20	64,000	00	64,000	00
100	Port Arthur, Duluth and Western.....	84·75	84·75	271,200	00	271,200	00
101	Quebec Central.....	83	83	403,980	69	403,980	69
102	Quebec Bridge Co.....	Bridge.	Bridge.	374,353	33	374,353	33
103	Quebec and Lake St. John.....	245·85	245·85	1,304,215	50	1,233,943	50
	Carried forward . . . . .	7,208·13	8,004·91	57,203,288	04	56,336,453	56



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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Concluded.*

Number.	Name of Railway.	No. of miles built up to March 31, 1908.	No. of miles paid and provided for.	Subsidy paid and available at March 31, 1908.	Subsidy paid to March 31, 1908.
				\$ cts.	\$ cts.
	Brought forward.....	7,208 13	8,004 91	57,203,288 04	56,336,453 56
104	Quebec, Montmorency & Charlevoix..	30	30	96,000 00	96,000 00
105	Shuswap and Okanagan.....	51	51	163,200 00	163,200 00
106	South Norfolk.....	17	17	54,400 00	54,400 00
107	St. Catharines and Niagara Central ..	12	12	38,400 00	38,400 00
108	St. Clair Frontier Tunnel.....	2 23	2 23	375,000 00	375,000 00
109	St. Lawrence and Lower Laurentian.....	38 85	38 85	217,600 00	217,600 00
110	St. Louis, Richibucto and Buctouche.....	7	7	22,400 00	22,400 00
111	†St. Lawrence and Adirondack .....	33 51	33 51	149,481 60	149,481 60
112	†St. Mary River .....	44	46	177,400 00	148,094 00
113	St. Stephen and Milltown.....	4 64	4 64	14,848 00	14,848 00
114	Schomberg and Aurora.....	14 42	14 42	46,144 00	46,144 00
115	Temiscouata .....	112 95	112 95	645,950 00	645,950 00
116	†Thousand Islands .....	5 19	5 19	29,840 00	29,840 00
117	†Tilsonburg, Lake Erie and Pacific.....	33 96	47 50	117,431 48	117,431 48
118	Tobique Valley.....	27 88	27 88	134,016 00	134,016 00
119	Toronto, Grey and Bruce.....	4 58	4 58	14,656 00	14,656 00
120	†United Counties.....	59	59	188,816 00	188,816 00
121	Waterloo Junction .....	10 25	10 25	32,800 00	32,800 00
122	Western Counties .....	20	20	500,000 00	500,000 00
123	Western Ontario Pacific.....	18 75	18 75	60,000 00	60,000 00
124	York and Carleton.....	10 35	10 35	32,896 00	32,896 00
	Total.....	7,765 69	8,578 01	60,314,567 12	59,418,426 64

‡Add subsidy of used rails as per statement, part iii., page 6, \$152,305.20, and Atlantic and North-western, \$3,545,400, less subsidy Canadian Pacific Railway, main line, \$25,000,000, and Western Counties Railway, \$500,000, which will then agree with statement of subsidies in part i, page 50, viz., \$37,616,131.84.

\*Includes the mileage of the North Shore Railway, 160 miles.

†By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent on so much of the *average cost* of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amount of certain of the subsidies authorized by Parliament given in this statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, viz.: The amount produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

Number.	Name of Railway.	Miles subsidized.	Amount of Instalment.	Amount paid up to March 31, 1908.
				\$ cts.
1	International (Atlantic and North-west Railway Co.).....	252	\$93,300 per ½ year for 20 years .....	3,545,400 00
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$ 3,136 .. 21 ..	Nil.
	Total.....	308		3,545,400 00



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STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		\$	\$ cts.
1	Albert Railway Co. ....	15,000	14,725 56
2	Fredericton and St. Mary's Bridge Co. ....	300,000	300,000 00
3	St. John Bridge and Railway Extension Co. ....	500,000	433,900 00
	Total.....	815,000	748,625 56

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth,

No.	Name of Railway.	Tons of used Rails.	Subsidy on value of Rails.	Subsidy on used Rails paid.
			\$ cts.	\$ cts.
1	Central Railway Co. of New Brunswick. ....	4,052	83,612 54	83,612 54
2	Elgin, Petitediac and Havelock Ry. Co. ....	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co. ....	958	24,439 84	24,439 84
	Total.....	7,211	152,305 20	152,305 20

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			\$ cts.	
1	Kent Northern Railway Co. ....	2,549	58,334 37	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy, (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O.C. had been passed authorizing transfer.)
2	Halifax Cotton Co. ....	233	4,335 00	
3	Steel Company of Canada. ....	597	11,964 66	
4	Albert Railway Company. ....	726	14,665 45	
	Total.....	4,105	89,299 38	



## No. 2

## LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Deputy Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely:—

By the Acts of 45 Vic., cap. 14, 1882 (*Assented to 17th May, 1882*):—

1. For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole ..... \$660,000
2. For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 384,000
3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 240,000
4. For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 224,000

“The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine.”

By the special Act 45 Vic., cap. 55, 1882 (*Assented to 17th May, 1882*):—

5. A subsidy authorized in favour of “The Chignecto Marine Transport Railway Company,” provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... \$150,000

By the Act 46 Vic., cap. 25, 1883 (*Assented to 25th May, 1883*):—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapediac, on the Intercolonial Railway, to Paspébiac, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 320,000



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- |  |           |
|--|-----------|
| <b>7.</b> To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | \$115,200 |
| <b>8.</b> To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..   | 160,000   |
| <b>9.</b> To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....                                 | 256,000   |
| <b>10.</b> To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 156,800   |
| <b>11.</b> To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. | 102,400   |
| <b>12.</b> To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.  | 160,000   |
| <b>13.</b> To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 89,600    |
| <b>14.</b> To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 80,000    |
| In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.  |           |
| <b>15.</b> For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 38,400    |
| <b>16.</b> For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole.....   | 660,000   |
| In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.  |           |

“The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively ; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively ; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make ; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister ; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers



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or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 (*Assented to 25th May, 1883*):—

- 17.** An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of.....\$ 500,000

By the Act 47 Vic., cap. 8, 1884 (*Assented to 19th April, 1884*):—

- 18.** To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000
- 19.** And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole.....1,440,000
- 20.** For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
- 21.** For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
- 22.** To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 211,200
- 23.** For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 960,000
- 24.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
- 25.** To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 272,000
- 26.** To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
- 27.** To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400



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<b>28.</b>	To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$160,000
<b>29.</b>	To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883).....	128,000
<b>30.</b>	To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
<b>31.</b>	To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	262,400
<b>32.</b>	To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
<b>33.</b>	To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
<b>34.</b>	For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole.....	200,000
<b>35.</b>	For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
<b>36.</b>	For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
<b>37.</b>	For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
<b>38.</b>	For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	217,600
<b>39.</b>	For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
<b>40.</b>	For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
<b>41.</b>	To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
<b>42.</b>	For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspebiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole.....	300,000
<b>43.</b>	For a branch of the Intercolonial Railway, from Derby Station to Indian-town, fourteen miles, a sum not exceeding in the whole.....	140,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are



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granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,\* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

“ Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By the special Act 47 Vic., cap. 6, 1884 (*Assented to 19th April, 1884*):

- 44.** Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the “ Esquimalt and Nanaimo Railway Company ” in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59, 1885 (*Assented to 20th July, 1885*):

- 45.** To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 166,400
- 46.** To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
- 47.** To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000
- 48.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000
- 49.** To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole..... 96,000
- 50.** To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200

\* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.



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| <b>51.</b> To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole .....   | \$30,000 |
| <b>52.</b> To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 92,000   |
| <b>53.</b> To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 64,000   |
| <b>54.</b> To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole .....  | 10,500   |
| <b>55.</b> For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 25,600   |
| <b>56.</b> For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....   | 44,800   |
| <b>57.</b> To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of.....  | 70,000   |
| <b>58.</b> To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of....   | 320,000  |
| <b>59.</b> For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of.....   | 217,600  |
| <b>60.</b> To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 96,000   |
| <b>61.</b> For a line of railway from Indianatown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.  | 140,800  |

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.



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“ Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized. as the Governor in Council may determine.”

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

- 62.** For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
- 63.** For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax, via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
- 64.** The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of



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the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

“If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

65.	For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 96,000
66.	For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
67.	To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000
68.	To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
69.	To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	118,400
70.	To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	179,200
71.	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
72.	For a railway from a point at or near New Glasgow or St. Lin, to or near Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
73.	For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	108,800
74.	For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
75.	For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000



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<b>76.</b>	For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400
<b>77.</b>	For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
<b>78.</b>	To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole .....	361,270
<b>79.</b>	For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
<b>80.</b>	To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Québec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
<b>81.</b>	For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
<b>82.</b>	To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile).....	186,295
<b>83.</b>	To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
<b>84.</b>	For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of.....	6,000
<b>85.</b>	To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
<b>86.</b>	For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
<b>87.</b>	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
<b>88.</b>	For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
<b>89.</b>	For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
<b>90.</b>	For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400



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- 91.** For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$19,200
- 92.** For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400
- 93.** To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole..... 11,900
- 94.** To the Napanec, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of..... 70,000
- 95.** To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... 15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 (*Assented to 23rd June, 1887*).

- 96.** To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 38,400
- 97.** To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000
- 98.** To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 16,000



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<b>99.</b>	To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
<b>100.</b>	To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,000
<b>101.</b>	To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400
<b>102.</b>	To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
<b>103.</b>	To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
<b>104.</b>	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagersville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
<b>105.</b>	To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
<b>106.</b>	To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
<b>107.</b>	To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	12,800
<b>108.</b>	To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
<b>109.</b>	To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
<b>110.</b>	To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of.....	20,000
<b>111.</b>	For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
<b>112.</b>	To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
<b>113.</b>	To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000



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| <b>114.</b> | To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | \$96,000 |
| <b>115.</b> | To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 19,200   |
| <b>116.</b> | To the Caragnet Railway Company, for seven miles of their railway from Lower Caragnet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole..  | 32,000   |
| <b>117.</b> | To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of.....  | 217,600  |
| <b>118.</b> | To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 70,400   |
| <b>119.</b> | To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of..... | 12,400   |
| <b>120.</b> | To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 38,400   |
| <b>121.</b> | To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 17,600   |
| <b>122.</b> | To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 33,600   |
| <b>123.</b> | To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.   | 6,400    |
| <b>124.</b> | To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 44,800   |



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<b>125.</b>	To the Montreal and Champlain Junction Railway Company, a subsidy of.....	\$ 64,000
<b>126.</b>	To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	28,800
<b>127.</b>	To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	96,000
<b>128.</b>	To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	41,600
<b>129.</b>	To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....	108,800
<b>130.</b>	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of.....	89,600
<b>131.</b>	For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	64,000
<b>132.</b>	For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed.....	180,000
<b>133.</b>	To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding.....	118,400

“For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the



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St Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

<b>134.</b>	To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 70,400 00
<b>135.</b>	To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	147,200 00
<b>136.</b>	To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600 00
<b>137.</b>	To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	32,000 00
<b>138.</b>	To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole.....	41,100 00
<b>139.</b>	To the Port Arthur, Duluth and Western Railway Company, for 84 $\frac{3}{4}$ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	271,200 00
<b>140.</b>	To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	96,000 00



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<b>141.</b>	To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....	\$100,000 00
<b>142.</b>	To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of .....	288,000 00
<b>143.</b>	To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for.....	83,612 54
<b>144.</b>	To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for .....	44,252 82
<b>145.</b>	To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	58,334 27
<b>146.</b>	To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	4,335 00
<b>147.</b>	To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	11,964 66
<b>148.</b>	To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for.....	14,665 45



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- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... \$24,439 84

“ All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.”

By the Act 52 Vic., chap. 3, 1889. (*Assented to 2nd May, 1889*):—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. .... 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00
- 157.** To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole ..... 31,771 43
- 158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole ..... 244,500 00



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<b>159.</b>	To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	\$145,000 00
<b>160.</b>	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole..	35,000 00
<b>161.</b>	For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
<b>162.</b>	To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00
<b>163.</b>	To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
<b>164.</b>	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
<b>165.</b>	To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
<b>166.</b>	To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
<b>167.</b>	For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
<b>168.</b>	To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
<b>169.</b>	To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>170.</b>	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00



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<b>171.</b>	To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
<b>172.</b>	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
<b>173.</b>	For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
<b>174.</b>	To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
<b>175.</b>	To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400 00
<b>176.</b>	To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
<b>177.</b>	To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
<b>178.</b>	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>179.</b>	To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>180.</b>	To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>181.</b>	To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	64,000 00
<b>182.</b>	To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400 00



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- 183.** For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
- 184.** To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

“ So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make: the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

“ The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“ And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight.”

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

- 185.** In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,



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for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 (*Assented to 16th May, 1890*):—

<b>186.</b>	To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	\$ 96,000
<b>187.</b>	To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	35,200
<b>188.</b>	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole...	600
<b>189.</b>	For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
<b>190.</b>	To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	44,800
<b>191.</b>	To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	166,400
<b>192.</b>	To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
<b>193.</b>	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....	83,000
<b>194.</b>	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
<b>195.</b>	To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
<b>196.</b>	To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000



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197.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 51,200
198.	To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
199.	To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
200.	To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
201.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
202.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
203.	To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204.	For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205.	To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400
206.	To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

“ Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3



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"Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

<b>207.</b> For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
<b>208.</b> To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.....	50,000
<b>209.</b> To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole.....	3,840
<b>210.</b> For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
<b>211.</b> To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	24,000
<b>212.</b> To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
<b>213.</b> To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed.....	37,500
<b>214.</b> To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
<b>215.</b> To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
<b>216.</b> To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
<b>217.</b> To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
<b>218.</b> To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
<b>219.</b> To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,	



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near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....		\$288,000
220.	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.....	68,400
221.	For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
222.	To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.....	112,000
223.	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
224.	For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
225.	To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
226.	To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
227.	For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	35,200
228.	To the Orford Mountain Railway Company, for thirty one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200
229.	For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,



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including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

“The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines.”

By the special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*):—

**230.** In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*):—

**231.** To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance



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	remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole.....	\$ 28,100 00
<b>232.</b>	To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	5,250 00
<b>233.</b>	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
<b>234.</b>	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
<b>235.</b>	To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
<b>236.</b>	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
<b>237.</b>	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	46,040 00
<b>238.</b>	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole....	89,600 00
<b>239.</b>	To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of.....	179,200 00



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“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles ; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited ; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

**240.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

“ Provided that the subsidy hereby granted to the Brockville, Westport and Sult Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council ; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows : on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

“ Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made. and the amounts paid them respectively, together with the engineer's report upon which pay-



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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*):—

<b>241.</b> To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$224,000 00
<b>242.</b> To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole.	264,000 00
<b>243.</b> To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	80,000 00
<b>244.</b> To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	9,600 00
<b>245.</b> To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	67,200 00
<b>246.</b> To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	32,000 00
<b>247.</b> To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of.	15,100 00
<b>248.</b> To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole.	35,480 00
<b>249.</b> To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	60,800 00



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<b>250.</b>	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400 00
<b>251.</b>	To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole.....	80,000 00
<b>252.</b>	To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake .....	80,000 00
<b>253.</b>	To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>254.</b>	To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
<b>255.</b>	To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ....	21,600 00
<b>256.</b>	To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....	9,600 00
<b>257.</b>	For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....	64,000 00
<b>258.</b>	To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800 00
<b>259.</b>	To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>260.</b>	For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
<b>261.</b>	For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	25,600 00
<b>262.</b>	For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00



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- 263.** To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 264.** To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of..... 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

- 265.** To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed \$108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of \$108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.



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- 266.** To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . \$64,000 00
- 267.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole. . . . . 96,800 00
- 268.** To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . 40,000 00
- 269.** To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole. . . . . 44,000 00
- Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway.
- 270.** To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . \$96,000 00
- 271.** To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . 51,200 00
- 272.** For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . 240,000 00
- 273.** To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole. . . . . 64,000 00
- 274.** To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . 48,000 00



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- 275.** To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 276.** To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000 00
- 277.** To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400 00
- 278.** To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 112,000 00
- 279.** To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole..... 21,600 00
- 280.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 51,200 00
- 281.** To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200 00
- 282.** To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole..... 63,000 00
- 283.** To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 99,200 00
- 284.** To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 25,600 00
- 285.** To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 48,000 00
- 286.** To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on



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	the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 80,000 00
<b>287.</b>	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000 00
<b>288.</b>	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	172,400 00
<b>289.</b>	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
<b>290.</b>	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600 00
<b>291.</b>	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole.....	114,125 00
<b>292.</b>	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole.....	14,720 00
<b>293.</b>	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,024 00

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated



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Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines."

**294.** Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

**295.** Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

- 296.** To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 64,000 00
- 297.** To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 102,400 00
- 298.** To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000 00
- 299.** To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between



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	Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
300.	To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.....	81,040 00
301.	To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	145,000 00
302.	To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole.....	3,500 00
303.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200 00
304.	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..	30,400 00
305.	To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	89,248 00
306.	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
307.	To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole.....	4,500 00
308.	To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole.....	25,600 00
309.	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific	



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	Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000 00
<b>310.</b>	To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
<b>311.</b>	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
<b>312.</b>	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	97,600 00
<b>313.</b>	To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.....	20,000 00
<b>314.</b>	To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed



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in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

“(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

“(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the “ Town ” or “ Northern ” section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the “ Lake ” section of the said railway.”

By the Act 57-58 Vic., cap. 4, 1894. (*Assented to, 23rd July, 1894*):—

315.	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000
316.	To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding .....	86,800
317.	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ....	51,200
318.	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole ....	4,790
319.	To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
320.	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile ; the whole not exceeding.....	118,400
321.	Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of.....	288,000



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- 322.** To the Philipsburg Junction Railway and Quarry Company, for  $\frac{67}{100}$  mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 2,912
- 323.** To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 23,600
- 324.** To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding..... 274,940
- 325.** For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... 25,600
- 326.** For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 57,600
- 327.** For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
- 328.** For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... 38,400
- 329.** To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole..... 41,100



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<b>330.</b>	To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of $7\frac{1}{2}$ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 24,000
<b>331.</b>	To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole	73,172
<b>332.</b>	To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,046
<b>333.</b>	For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
<b>334.</b>	For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
<b>335.</b>	To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding \$3,200 per mile nor exceeding in the whole.....	83,200
<b>336.</b>	For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding.....	300,000
<b>337.</b>	To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding \$3,200 per mile; the whole not exceeding.....	217,000
<b>338.</b>	To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
<b>339.</b>	To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000



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<b>340.</b> For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 160,000
<b>341.</b> To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
<b>342.</b> To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
<b>343.</b> To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole... ..	32,000
<b>344.</b> To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400
<b>345.</b> To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
<b>346.</b> To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
<b>347.</b> To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding \$3,200 per mile ; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding \$3,200 per mile ; the whole not exceeding.....	44,800
<b>348.</b> To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	73,600
<b>349.</b> To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
<b>350.</b> To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding \$3,200 per mile ; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding \$3,200 per mile ; the whole not exceeding.....	32,000
<b>351.</b> For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
<b>352.</b> To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000



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<b>353.</b>	To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000
<b>354.</b>	To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
<b>355.</b>	Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole.....	50,000
<b>356.</b>	To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding \$3,200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; the whole not exceeding	113,600
<b>357.</b>	For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
<b>358.</b>	To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	320,000
<b>359.</b>	For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
<b>360.</b>	For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200
<b>361.</b>	To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
<b>362.</b>	To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	121,600
<b>363.</b>	To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
<b>364.</b>	To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	16,000 00
<b>365.</b>	To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	112,000 00
<b>366.</b>	To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00



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<b>367.</b> For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 64,000 00
<b>368.</b> For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000 00
<b>369.</b> For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....	9,600 00
<b>370.</b> To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding.....	3,200 00
<b>371.</b> To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
<b>372.</b> To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
<b>373.</b> To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
<b>374.</b> For a railway from a point on the Caraquet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the



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subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage subsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

No subsidies were authorized by 58-59 Vict. (1895), nor by 59 Vict. (1896).

By the Act 60-61, chapter 4, 1897 (*Assented to 29th June, 1897*).

**1.** In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and includes the amount expended upon any bridge up to and not exceeding twenty-five thousand dollars, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**2.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 375.** To the Ottawa and New York Railway Company, for  $53\frac{87}{100}$  miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by chapter 5 of the statutes of 1892;
- 376.** To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston, or a junction with the Grand Trunk Railway at Rideau or some other point near Kingston, to Ottawa, in lieu of the subsidy granted by chapter 5 of 1892;
- 377.** For a railway from a point on the Canadian Pacific Railway, at or near either Welsford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;
- 378.** To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;
- 379.** To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;
- 380.** To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;
- 381.** To the St. Gabriel de Brandon and Ste. Emélie de l'Énergie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Énergie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 382.** To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;



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- 383.** To the Gulf Shore Railway Company, for  $5\frac{1}{2}$  miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick ;
- 384.** For a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, New Brunswick, a distance of 20 miles, commencing at Campbellton, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 385.** To the Pontiac Pacific Junction Railway Company, for  $7\frac{1}{2}$  miles of their railway from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890 ;
- 386.** To the Schomberg and Aurora Railway Company, for 15 miles of their railway from a point on the Grand Trunk Railway between King and Newmarket to Schomberg, in the province of Ontario ;
- 387.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for  $3\frac{5}{10}$  miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.
- 388.** To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island ;
- 389.** To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario ;
- 390.** To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario ;
- 391.** To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy ;
- 392.** To the Phillipsburg Railway and Quarry Company, for  $1\frac{6}{10}$  mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg ;
- 393.** To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec ;
- 394.** To the St. Lawrence and Adirondack Railway Company, for  $13\frac{1}{2}$  miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec ;
- 395.** To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec ;
- 396.** To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac ;
- 397.** For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles ;
- 398.** To the St. Stephens and Milltown Railway Company, for  $1\frac{1}{10}$  mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
- 399.** For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
- 400.** For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 401.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 402.** For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
- 403.** To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
- 404.** For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles ;



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- 405.** To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario ;
- 406.** To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

**3.** The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say :—

- 407.** To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$ 182,400 00
- 408.** To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding..... 114,272 00
- 409.** To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 35,872 00
- 410.** To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding..... 300,000 00
- 411.** To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding \$2,000 per mile, nor exceeding in the whole..... 66,000 00
- 412.** To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway ; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 16,000 00
- 413.** To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding..... 52,500 00
- 414.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding..... 112,500 00

**4.** The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and



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upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of \$3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. (*Assented to 29th June, 1897.*)

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line," ) to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say:—

On the part of the company:

(a.) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever;

(b.) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town;

(c.) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid;

(d.) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort



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William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely :—

- Upon all green and fresh fruits,  $33\frac{1}{3}$  per cent ;
- Coal oil, 20 per cent ;
- Cordage and binder twine, 10 per cent ;
- Agricultural implements of all kinds, set up or in parts, 10 per cent ;
- Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;
- All kinds of wire, 10 per cent ;
- Window glass, 10 per cent ;
- Paper for building and roofing purposes, 10 per cent ;
- Roofing felt, box and packing, 10 per cent ;
- Paints of all kinds and oils, 10 per cent ;
- Live stock, 10 per cent ;
- Wooden ware, 10 per cent ;
- Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(e.) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner :—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(f.) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(g.) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(h.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :



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(i.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

3. In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

By the Act 62-63 Vic., chapter 7 (*Assented to 11th August, 1899*).

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

415. To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Cre Hill or Rathbun Station on the company's railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 5 of 1892;



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- 416.** To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding  $53\frac{1}{2}$  miles ; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding  $6\frac{1}{2}$  miles.
- 417.** To the Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the government wharf at Phillipsburg, Quebec, not exceeding  $\frac{66}{100}$  of a mile ;
- 418.** To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 419.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles ;
- 420.** For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles ;
- 421.** For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 422.** For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 423.** For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles ;
- 424.** For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Île aux Noix, not exceeding 19 miles ;
- 425.** For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.
- 426.** To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 427.** To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 428.** To the Oxford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles ;
- 429.** To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspebiac, Quebec, not exceeding 30 miles ;
- 430.** To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel,  $6\frac{1}{2}$  miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding  $7\frac{1}{2}$  miles.
- 431.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 432.** For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles ;
- 433.** The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act ; not exceeding in all \$512,000.



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- 434.** To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000 ;
- 435.** To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894 ;
- 436.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles ;
- 437.** For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles ;
- 438.** For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles ;
- 439.** For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles ;
- 440.** For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles ;
- 441.** To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles ;
- 442.** To the Massawippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding  $2\frac{1}{2}$  miles ;
- 443.** For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles ;
- 444.** For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles ;
- 445.** To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles ;
- 446.** To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-west Territories, not exceeding 100 miles ;
- 447.** For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles ;
- 448.** For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles ;
- 449.** For a railway from Port Clyde towards Lockeport, in the province of Nova Scotia, not exceeding 20 miles ;
- 450.** For a railway from a point on the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles ;
- 451.** For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nominigüe, via Notre Dame de l'Annonciation, a distance not exceeding 22 miles ;
- 452.** For a railway from Owen Sound, in the province of Ontario, to Meaford, not exceeding 21 miles ;
- 453.** To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles ;



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- 454.** To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ;
- 455.** To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-west Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;
- 456.** To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls, or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles ; in all not exceeding 27 miles ;
- 457.** For a railway in extension of the St. Francis branch of the Temiscouata Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ;
- 458.** To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to complete the connection from Nelson to such main line, not exceeding in the whole  $2\frac{1}{4}$  miles ;
- 459.** To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles ; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 460.** To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles ; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 461.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles ;
- 462.** For a line of railway from Paspébiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;
- 463.** To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles ; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;
- 464.** To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;



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**465.** For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

**3.** The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

<b>466.</b> The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole .....	\$ 896,000 00
<b>467.</b> To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done...	1,000,000 00
<b>468.</b> To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec.....	50,000 00
<b>469.</b> Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding.....	35,000 00
<b>470.</b> Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding...	50,000 00
<b>471.</b> Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding....	15,000 00
<b>472.</b> To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding.....	33,750 00
<b>473.</b> To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding.....	16,425 00
<b>474.</b> Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding .....	15,000 00
<b>475.</b> Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding.....	15,000 00

**4.** The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament; nor shall any of the said railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

**5.** The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of



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which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

7. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect to which it is hereinbefore otherwise provided.

8. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and in case of disagreement, then at such rates as are approved by the Governor in Council, and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

By the Act 63-64 Vic., chapter 8 (*Assented to July 18, 1900*).

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his



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opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

476. For a railway from a point at or near the junction of the Irondale, Bancroft and Ottawa Railway and the Grand Trunk Railway to the village of Minden, in the county of Haliburton, Ontario, not exceeding 12 miles.
477. To the Strathroy and Western Counties Railway Company, for a railway commencing at a point at or near Caradoc station, on the Canadian Pacific Railway, and extending to the town of Strathroy, Ontario, not exceeding 7 miles.
478. For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, Ontario, for the further extension of such railway westerly from the western terminus of the 20 miles subsidized by chapter 4 of 1897, for a distance not exceeding 20 miles.
479. To the Algoma Central Railway Company for 25 miles of its line of railway from its terminus at Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, and for a further extension of this company's line of railway from Sault Ste. Marie towards Michipicoten River and Harbour, Ontario, towards the main line of the Canadian Pacific Railway, 25 miles in all, not exceeding 50 miles.
480. To the Central Ontario Railway Company, for a further extension of their railway from, at or near Bancroft to a point on the Canada Atlantic Railway between Whitney and Barry's Bay, Ontario, not exceeding 20 miles.
481. To the Manitoulin and North Shore Railway Company, for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, on the Canadian Pacific Railway, the company undertaking to bridge between Little Current and the main land, the bridge to be so constructed and maintained as to afford suitable facilities, in the opinion of the Minister of Railways and Canals, for free vehicular and passenger traffic, the same as upon a public highway, the work to be begun and prosecuted from Little Current and Sudbury, one-half of the subsidy to be applicable, as earned, in respect of the work beginning at Little Current and carried on towards Sudbury, and one-half thereof to be applicable, as earned, in respect of the work beginning at Sudbury and carried on towards Little Current, the course of the line of railway to cross the Sault Ste. Marie branch of the Canadian Pacific Railway, not exceeding 66 miles.
482. For a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, not exceeding 15 miles.
483. For a railway beginning at a point northerly 20 miles from Parry Sound, and extending from that point to the French River, Ontario, not exceeding 35 miles.
484. For a railway from a point 20 miles north-easterly from the village of Haliburton, via the village of Whitney, towards the village of Mattawa, Ontario, not exceeding 40 miles.
485. To the Kingston and Pembroke Railway Company, for a branch line of railway to iron mines in Bedford township, Ontario, not exceeding 12 miles.
486. To the Thousand Islands Railway Company for an extension of their railway from the present northerly terminus to a point easterly thereof, not exceeding 2 miles;



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And also for an extension from a point on the railway to connect their railway with the Brockville, Westport and Sault Ste. Marie Railway, the Bay of Quinté Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, the balance remaining of the subsidy granted by chapter 5 of 1892, not exceeding  $9\frac{1}{2}$  miles.

- 487.** For a railway from Dymont, on the Canadian Pacific Railway, to the New Klondike mining district, Ontario, not exceeding 7 miles.
- 488.** To the Schomberg and Aurora Railway Company, for an extension of their line from its easterly terminus to a point at or near Bond's Lake, Ontario, not exceeding 4 miles.
- 489.** To the Nipissing and James Bay Railway Company, for a railway from, at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, or Lake Tamagaming, Ontario, not exceeding 20 miles.
- 490.** In aid of the Ottawa and New York Railway Company's bridge over the St. Lawrence River, and for the Canadian portion of such bridge, a sum not exceeding \$90,000.
- 491.** To the Grand Trunk Railway Company of Canada, towards the cost of the rebuilding and enlargement of the Victoria Bridge over the St. Lawrence River, Quebec, in addition to the amount received by the company on account of the subsidy granted by chapter 4 of 1897, viz: \$270,000, to make up the grant in aid of the undertaking to \$500,000, upon condition that the tolls upon the bridge for passenger and vehicular traffic shall be subject to the approval of the Governor in Council, a sum not exceeding \$230,000.
- 492.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa, Ontario, and the city of Hull, Quebec, upon condition that the bridge be so constructed as to provide suitable facilities, to the satisfaction of the Minister of Railways and Canals, for free vehicular and foot passenger traffic, the same as upon a public highway, in addition to the \$112,500 already granted,—and, notwithstanding anything in the said Act, the subsidy hereby granted, together with the grant of \$112,500 under chapter 4 of 1897, shall be paid upon the completion of the bridge and its approaches, upon the Chief Engineer's report of such completion, and the recommendation of the Minister,—a sum not exceeding \$100,000.
- 493.** To the Canadian Northern Railway Company, in further extension of their railway north of Swan River towards Prince Albert, North-west Territories, in addition to the grant by chapter 7 of 1899, a further mileage not exceeding 100 miles.
- 494.** For a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, further westward, not exceeding 20 miles.
- 495.** For a railway from a point on the Alberta Railway and Coal Company's Railway towards Cardston, Alberta, N.W.T., for 30 miles of railway at \$2,500 per mile.
- 496.** To the Kaslo and Lardo-Duncan Railway Company, for a railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, not exceeding 30 miles.
- 497.** To the Restigouche and Western Railway Company, for the company's railway, in addition to the 15 miles subsidized by chapter 7 of 1899, on the easterly section of the line, and in continuation from the westerly end of the said 15 miles, a further distance of 15 miles towards the St. John River; and for the said railway, in addition to the 12 miles subsidized by the said chapter on the westerly section of the said line, a further distance from the easterly end thereof of 15 miles, towards Campbellton, N.B., not exceeding 30 miles.
- 498.** For a line of railway from St. Charles Junction on the Intercolonial Railway towards the St. Francis branch of the Temiscouata Railway, Quebec, not exceeding 45 miles, and from the mouth of the St. Francis River, N.B., westerly towards St. Charles Junction, 15 miles, in all not exceeding 60 miles.
- 499.** For a line of railway from Bristol, in the county of Carleton, New Brunswick, on the Canadian Pacific Railway, easterly, a distance not exceeding 17 miles.



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- 500.** For a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.
- 501.** For a railway from Lockeport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.
- 502.** To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.
- 503.** For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.
- 504.** For a railway from a point on the Intercolonial Railway, Pictou branch, to Kempt Town, county of Colchester, Nova Scotia, not exceeding  $4\frac{1}{2}$  miles.
- 505.** For a railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, not exceeding 11 miles.
- 506.** To the Montfort and Gatineau Colonization Railway Company, to enable it to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, province of Quebec, not exceeding 30 miles.
- 507.** To the Chateaugay and Northern Railway Company, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway, in or near the town of Joliette, passing near the town of L'Assomption, Quebec, together with a spur into the said town, not exceeding 42 miles.
- 508.** To the Chateaugay and Northern Railway Company, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular and foot passenger traffic, the same as upon a public highway, from Bout L'Isle to Charlemagne, at the junction of the Ottawa and St. Lawrence rivers, \$150,000.
- 509.** To the Chateaugay and Northern Railway Company, towards the construction of a bridge across the Lac Ouareau River, \$15,000.
- 510.** To the Arthabaska Railway Company, for a railway from Victoriaville to West Chester, province of Quebec, a distance not exceeding 12 miles.
- 511.** To the Great Northern Railway Company, for a branch line from the town or from near the town of Joliette towards Ste. Emélie, touching the parishes of Ste. Beatrix and Ste. Jean de Matha, not exceeding 20 miles.
- 512.** For a railway from Farnham, province of Quebec, to Frelighsburg and the International Boundary Line, not exceeding 21 miles.
- 513.** Towards the construction of a railway bridge over the St. Francis River, in lieu of the grant under chapter 7 of 1899, at St. François du Lac, on the condition that the bridge, with approaches, be built so as to allow the municipalities to make use thereof, to establish and maintain a suitable roadway for the free passage of foot passengers, vehicles and animals, to be approved by the Minister of Railways and Canals, \$50,000.
- 514.** Towards the construction of a railway bridge over the Nicolet River at Nicolet, in lieu of the grant under chapter 7 of 1899, \$15,000.
- 515.** For a line of railway from Halifax towards a point on the Central Railway of Nova Scotia, in the county of Lunenburg, in addition to and in extension of the 20 miles subsidized by chapter 7 of 1899, not exceeding 20 miles.

**3.** The subsidies hereby granted and any subsidies heretofore granted under any Act of the Parliament of Canada, still in force, but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless in this Act otherwise expressly provided, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :

- (a) upon the completion of the work subsidized ; or
- (b.) by instalments on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or



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(c.) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or

(d.) with respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the government, which agreement the government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.



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9. Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

10. The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied in respect of such work and material, and the remaining one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile;—

516. For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.
517. To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.



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- 518.** To the Montreal and Province Line Railway Company, for a line of railway from Farnham, Quebec, to Frelighsburg, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 37, not exceeding 19 miles.
- 519.** For a line of railway from a point on the Intercolonial Railway at or near Windsor Junction to Upper Musquodoboit, in lieu of 1897, cap. 4, sec. 2, paragraph 23, not exceeding 40 miles.
- 520.** For a line of railway from Pubnico, Nova Scotia, to Port Clyde or Clyde River, in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 2, paragraph 29, not exceeding 31 miles.
- 521.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from the western terminus of the 20 miles subsidized by 1899, cap. 7, sec. 2, paragraph 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 3; also from the terminus of previously subsidized lines at a point about 40 miles west of Golden Lake, westerly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles.
- 522.** For a line of railway from Chipman Station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 31, not exceeding 45 miles.
- 523.** To the Inverness and Richmond Railway Company, for a line of railway from a point at or near Point Tupper on the Intercolonial Railway, to Broad Cove and Cheticamp, Nova Scotia, in lieu of the subsidies granted by 1897, cap. 4, 1899, cap. 7, sec. 2, paragraph 29, and 1900, cap. 8, sec. 2, paragraph 27, not exceeding 98 miles.
- 524.** For a line of railway from Caplin to Paspébiac, Quebec, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company, and to contain the conditions that the subsidy when earned shall be paid in the following manner:—
- 1st. To the Hamilton Bridge Works Company in payment for bridge superstructures on the said section of railway, when furnished and erected by that company, not to exceed \$35,000;
  - 2nd. For the completion of the road-bed and works incidental thereto;
  - 3rd. Towards payment of overdue balances, pro rata, in settlement of claims for labour, boarding-house claims, and material and supplies furnished in connection with the construction of the said section of railway; in all not exceeding 30 miles.
- 525.** To the Schomberg and Aurora Railway Company, for a line of railway from a point on the Grand Trunk Railway between King and Newmarket, Ontario, to Schomberg, in lieu of the subsidy granted by 1897, cap. 4, not exceeding 15 miles.
- 526.** To the Ottawa and Gatineau Railway Company, for a line of railway from the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 5, not exceeding 20 miles.
- 527.** To the Restigouche and Western Railway Company, for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 10, not exceeding 20 miles.
- 528.** To the Pontiac Pacific Junction Railway Company, for 36 miles of its railway from a point at or near Shawville, crossing the Ottawa River via Calumet Island to Pembroke, including the bridging of both channels of the Ottawa River at Calumet Island, 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 3, paragraph 2, not exceeding \$115,200.
- 529.** To the Manitoulin and North Shore Railway Company, for its line of railway, from a point on its line of railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Railway, at or



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near Goulais River, in addition to and in further extension of its railway subsidized by 1900, cap. 8, sec. 2, paragraph 6, an additional mileage not exceeding 130 miles.

**530.** For a line of railway from Grandique Ferry, Nova Scotia, to Arichat, not exceeding 8 miles.

**531.** To the Central Ontario Railway Company, for a further extension of its line of railway, subsidized by 1900, cap. 8, sec. 2, paragraph 5, northward, to a junction with the Canada Atlantic Railway, at or near Whitney, Ontario, not exceeding 20 miles.

**532.** To the Kingston and Pembroke Railway Company, for a line of railway from a point at or near Sharbot Lake, Ontario, via Lanark, to Carleton Place, not exceeding 41 miles.

**533.** To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.

**534.** For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.

**535.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.

**536.** For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.

**537.** For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.

**538.** For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.

**539.** For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.

**540.** For a line of railway from Roberval, Québec, westward towards James Bay, not exceeding 60 miles.

**541.** For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.

**542.** To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.

**543.** For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

**3.** The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

**4.** The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the



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Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or

(d.) with respect to (b.) and (c.), part one way, part the other.

5. The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapiatè, not exceeding 33 miles ; the second section beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, in the township of Baldwin, on the Canadian Pacific Railway, not exceeding 31 miles ; subject, however, to the company carrying out the undertaking contained in paragraph 6 of section 2 of chapter 8 of the statutes of 1900.

6. The subsidies hereinbefore authorized to be granted to companies named, shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1901, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed upon a location, and according to descriptions, conditions, and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make.

7. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights, as will afford to all railways connecting with those so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the Government of Canada shall



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be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

**9.** As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

**10.** The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

*By the Act 3rd Edward VII., chap. 57 (assented to 24th October, 1903.)*

**1.** In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**2.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 544.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from the present terminus at Ingersoll to Woodstock, not exceeding 9 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1899.
- 545.** To the Lindsay, Bobcaygeon and Pontypool Railway Company, for a line of railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chapter 7 of 1899.
- 546.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, not exceeding 51 miles, in lieu of the subsidy granted by item 6 of section 2 of chapter 7, 1901.
- 547.** To the Central Ontario Railway, for a further extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of the subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.



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- 548.** To the Strathroy and Western Counties Railway Company, for a line of railway from a point at Lambeth to Strathroy, via the villages of Delaware, Mount Brydges and Caradoc Station on the Canadian Pacific Railway, and from Strathroy northerly to Forest, Thedford or Parkhill, not exceeding in all 31 miles, in lieu of subsidies granted by item 4 of section 2 of chapter 7, 1899, and item 2 of section 2 of chapter 8 of 1900, respectively.
- 549.** To the Montfort and Gatineau Colonization Railway Company, to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of the subsidy granted by item 31 of section 2 of chapter 8 of 1900.
- 550.** For a line of railway from Jonquières to La Baie des Ha Ha, not exceeding 20 miles, in lieu of the subsidy of 12 miles granted by item 21 of section 2 of chapter 7 of 1899.
- 551.** For a line of railway from Lime Ridge northerly through the county of Wolfe in the county of Megantic, not exceeding 50 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 552.** For a line of railway from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.
- 553.** For a line of railway from St. Eustache to St. Placide in the county of Two Mountains, not to exceed 18 miles; from St. Eustache to Sault au Recollet, 12 miles; and from St. Placide to St. Andrews, 8 miles—not exceeding in all 38 miles; being a revote of subsidies granted by chapter 24 of 1887 and chapter 5 of 1892, respectively.
- 554.** For a line of railway from Roberval westward towards James Bay, not exceeding 60 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 7 of 1901.
- 556.** For a line of railway from Yamaska to Lotbinière, a distance not exceeding 70 miles, in lieu of the subsidy granted by item 27 of section 2 of chapter 7 of 1899.
- 557.** To the Ottawa, Northern and Western Railway Company, for that portion of its line from a point at the east end of the Hull station yard of the Canadian Pacific Railway to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile; in lieu of any balance of mileage subsidized by items 12 and 39 respectively of section 2 of chapter 7 of 1899.
- 558.** To the International Railway Company of New Brunswick (formerly the Restigouche and Western Railway Company), for a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote, and in lieu of subsidies granted by chapter 4 of 1897, item 42 of section 2 of chapter 7 of 1899, and item 22 of section 2 of chapter 8 of 1900.
- 559.** For a line of railway from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 560.** To the St. John Valley Railway Company, for a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.
- 561.** To the Shediac and Coast Railway Company, for a line of railway from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland County, not exceeding 38 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 8 of 1900.



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- 562.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from Mabou Coal Mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.
- 563.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from New Glasgow to Cross Roads, Country Harbour, thence to the town of Guysborough, and thence to the Strait of Canso; with a branch from Cross Roads, Country Harbour, aforesaid, down the Country Harbour River to the Deep Waters thereof, not exceeding 116 miles; in lieu of subsidies for 40 and 80 miles granted by items 4 and 1, respectively, of section 2 of chapter 7 of 1901.
- 564.** For a line of railway from Debert Station on the Intercolonial Railway to Debert Coal Mine, not exceeding  $4\frac{1}{2}$  miles, in lieu of the subsidy granted by item 29 of section 2 of chapter 8 of 1900.
- 565.** For a line of railway from a point on the Joggins Railway near River Hebert Railway Bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.
- 566.** To the Middleton and Victoria Beach Railway Company, Limited, for a line of railway from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by item 28 of section 2 of chapter 8 of 1900, and by item 21 of section 2 of chapter 7 of 1901.
- 567.** To the Halifax and South-western Railway Company, for the following lines of railway:—
- (a.) A line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 68 miles.
  - (b.) A line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 77 miles.
  - (c.) A line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles.
  - (d.) A line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles.
- The subsidies to the said lines of railway being granted in lieu of subsidies granted by items 17, 18, 35 and 36 of section 2 of chapter 7, 1899 by items 26 and 40 of section 2 of chapter 8 of 1900, and items 5 and 23 of section 2 of chapter 7 of 1901, respectively.
- 568.** To the Inverness Railway and Coal Company, formerly the Inverness and Richmond Railway Company, Limited, for 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.
- 569.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government pier on the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by item 19 of section 2 of chapter 7 of 1901.
- 570.** To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.
- 571.** For a line of railway from Winnipeg Beach or Teulon to a point on Icelandic River, by way of Gimli, not exceeding 35 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1901.



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- 572.** To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of the subsidy granted by item 41 of section 2 of chapter 7 of 1899.
- 573.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton to Woodstock, not exceeding 59 miles, in lieu of the subsidy granted by item 5 of section 2 of chapter 7 of 1899.
- 574.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles, in lieu of the subsidy granted by item 22 of section 2 of chapter 7 of 1899.
- 575.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, not exceeding 35 miles, being in addition to and continuation of the 9 miles mentioned in item 1 of this section (544).
- 576.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the present terminus of its railway, near Baptiste, easterly to a point at or near Renfrew, not exceeding 75 miles.
- 577.** To the Nepigon Railway Company, for a line of railway from Lake Superior to Lake Nepigon, and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.
- 578.** To the Manitoulin and North Shore Railway Company, for a line of railway from Little Current on its present line, to Sudbury, and thence towards the main line of the Canadian Pacific Railway Company, not exceeding 30 miles, in lieu of the subsidy for 21 miles granted by item 38 of section 2 of chapter 7 of 1899.
- 579.** To the Thunder Bay, Nepigon and St. Joe Railway Company, for a line of railway from Port Arthur north-easterly, not exceeding 50 miles.
- 580.** To the Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls in a north-westerly direction to a point on the westerly shore of Lake Timagami in the district of Nipissing, not exceeding 50 miles.
- 581.** To the Bay of Quinté Railway Company, for further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction, via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings County, not exceeding 20 miles in all.
- 582.** To the Bruce Mines and Algoma Railway Company, for 21 miles from the end of its line, as subsidized by chapter 7 of 1901, northward, not exceeding 21 miles.
- 583.** To the James Bay Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles, respectively, from Parry Sound towards James Bay.
- 584.** To the Quebec and Lake St. John Railway Company, for one mile of railway from Roberval to the Government wharf at Lake St. John.
- 585.** To the Montfort and Gatineau Colonization Railway Company, for the extension of its line of railway from Morin Flats to St. Jerome, to connect with the Great Northern Railway, not exceeding 22 miles.
- 586.** To the Interprovincial and James Bay Railway Company, for a line of railway from Lake Timiskaming at the present terminus of the Canadian Pacific Railway line, in a northerly direction, not to exceed 50 miles.
- 587.** For a line of railway from Waltham Station to Ferguson Point, in the county of Pontiac, not exceeding 20 miles.
- 588.** For a line of railway from Lake Nominigoue to Le Lièvre, not exceeding 35 miles.



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- 589.** For a line of railway in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.
- 590.** To the Quebec Central Railway Company, for an extension of its line of railway from St. François to St. George, not exceeding 9 miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.
- 591.** For a line of railway from the station of Lac Bouchette on the Quebec and Lake St. John Railway to St. André, not exceeding 13 miles.
- 592.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, not exceeding 200 miles.
- 593.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.
- 594.** To the Orford Mountain Railway Company, for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton, east part, and the township of Potton, 12 miles—not exceeding in the whole 27 miles.
- 595.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscal on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.
- 596.** For a line of railway, in addition to and in extension of the line mentioned in item 11 (554) of this section, from Roberval towards James Bay, not exceeding 40 miles.
- 597.** For a branch line from a point near the bridge at Trois Pistoles River on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, on the Trois Pistoles River, not exceeding  $2\frac{1}{2}$  miles.
- 598.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.
- 599.** To the Chateauguay and Northern Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan to the village of Rawdon, not exceeding 16 miles.
- 600.** For a line of railway from the line of the Montreal and Atlantic Railway Company at St. Guillaume to the River Yamaska to join with the South Shore Railway, a distance not exceeding 12 miles.
- 601.** For a line of railway from La Tuque on the St. Maurice River to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.
- 602.** To the Montreal Northern Railway Company, for a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.
- 603.** To the International Railway Company of New Brunswick, for a line of railway, in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John River between Grand Falls and Edmundston, not exceeding 33 miles.
- 604.** To the Beersville Coal and Railway Company, for a line of railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.



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- 605.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.
- 606.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.
- 607.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.
- 608.** To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.
- 609.** For a line of railway from St. Peters to Louisburg, not exceeding 50 miles.
- 610.** To the Koetenay Central Railway Company, for a line of railway from Golden to the International Boundary Line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.
- 611.** To the Kettle River Valley Railway Company, for a line of railway from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.
- 612.** For a line of railway from Wellington to Union Bay, not exceeding 55 miles.
- 613.** For a line of railway from Midway to Vernon, not exceeding 150 miles.
- 614.** To the St. Mary's River Railway Company, for a line of railway from Spring Coulee, crossing St. Mary's River to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.
- 615.** For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, not exceeding 84 miles.
- 616.** To the Canadian Pacific Railway Company, for a branch line from a point on the main line between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.
- 617.** For a line of railway from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of the fourth principal meridian, not exceeding 8 miles.
- 618.** To the Great Northern Railway of Canada, for a line of railway from Garneau Junction to the Quebec bridge, not exceeding 70 miles.
- 619.** To the Halifax and South-western Railway Company, for a line of railway to Barrington Passage, in addition to and in continuation of the 77 miles mentioned in paragraph (b) of item 23 (567) of this section, not exceeding 35 miles.
- 620.** To the Lake Superior, Long Lake and Albany Railway Company, for a line of railway from Peninsula Harbour in a northerly direction, not exceeding 10 miles.
- 621.** To the Cumberland Railway and Coal Company, for a line of railway from Parrsboro' Station to Riverside Wharf, not exceeding 1 mile.
- 622.** To the Indian River Railway Company, for a line of railway from a point at or near the north end of Lake Megantic, thence southerly along the said lake to a point on the International Boundary, not exceeding 19 miles.

**3.** The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say:—

Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the grant under item 39 of section 2 of chapter 8 of 1900, \$15,000.

Towards the construction of the steel superstructure of a railway bridge on the St. Francis River, in the county of Yamaska, in lieu of the grant under item 38 of section 2 of chapter 8 of 1900, but subject to the same conditions as expressed therein, payable to the Canadian Bridge Company of Walkerville, as their claim may appear for work already done on the said bridge, \$50,000.



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3. To the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis River subsidized in favour of the South Shore Railway Company by section 3 of chapter 7 of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the Treasury out of subsidies earned or to be earned, \$35,000.

4. To the Chateauguay and Northern Railway Company, in addition to the subsidy for the Bout de l'Île bridge granted by item 33 of section 2 of chapter 8 of 1900, \$50,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) with respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively ; all the lines and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1903, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridges so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in



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Council ; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

**8.** As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

**9.** The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be judge.

*By Special Act 4 Edward VII., Chap. 34, 1904.*

**1.** In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town ; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, add careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**2.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of 50 per cent on so much of the average cost of the mileage subsidized as in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

**627.** To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by item 7 of section 2 of chapter 8 of 1900, not exceeding 14 miles.

**628.** To the Bruce Mines and Algoma Railway Company, for the following lines of railway :—

- (a.) For that portion of its line of railway from Bruce Mines Junction southerly to the town of Bruce Mines, on Lake Huron, a distance not exceeding 3 miles ;
- (b.) For the 6 miles of railway constructed from Gordon Lake Station, being the end of its line as subsidized by chapter 7 of 1901, northward to Rock Lake, a distance of 6 miles ;
- (c.) For 12 miles from Rock Lake northward, a distance not exceeding 12 miles ;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 38 of section 2 of chapter 67 of 1903, not exceeding 21 miles.



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**629.** To the Nepigon Railway Company, for the following lines of railway :—

- (a.) From a point at or near Nepigon Station on the line of the Canadian Pacific Railway to Nepigon Lake, not exceeding 30 miles ;
- (b.) From a point on Nepigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nepigon Railway, not exceeding  $3\frac{1}{2}$  miles ;
- (c.) From a point on the line of the Nepigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding  $1\frac{1}{2}$  mile :
- (d.) From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles ;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 33 of section 2 of chapter 57 of 1903, not exceeding 80 miles.

**630.** For the construction of a branch line of railway beginning at the Canadian Pacific Railway Company's main line at St. Philippe d'Argenteuil Station, or at a point between there and Grenville, thence in a northerly direction, in lieu of the subsidy granted by item 49 section 2 of chapter 57 of 1903, not exceeding 3 miles.

**631.** To the Chateauguay and Northern Railway, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the Town of Joliette, passing at or near the Town of L'Assomption, Quebec, together with a spur line into the said town, in lieu of the subsidy granted by item 32 of section 2 of chapter 8 of 1900, not exceeding 42 miles.

**632.** To the Great Northern Railway Company of Canada, to enable it to extend its railway from Arundel to a point in the municipality of the united Townships of Preston and Hartwell, Province of Quebec, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 6 of section 2 of chapter 57 of 1903, not exceeding 30 miles.

**633.** To the Chateauguay and Northern Railway Company, for a branch line from a point on its main line at or near Charlemagne, thence northerly and westerly to a point on the Montford and Gatineau Railway at or near Morin Flats, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 41 of section 2 of chapter 57 of 1903, not exceeding 22 miles.

**634.** To the Ottawa River Railway Company, for a line of Railway from a point at or near St. Agathe des Monts Station towards the township of Howard in the County of Argenteuil, passing near Lakes St. Joseph and St. Marie, in a southerly direction, in lieu of the subsidy granted to the Montreal Northern Railway Company by item 58 of section 2 of chapter 57 of 1903, not exceeding 15 miles.

**635.** To the Ottawa River Railway Company, for a line of railway between a point in the Parish of St. Andrews, in the County of Argenteuil, and a point in the Parish of St. Lawrence, in the County of Jacques Cartier, passing through the Parishes of St. Placide, St. Eustache and St. Martin, in lieu of the subsidy granted by item 10 of section 2 of chapter 57 of 1903, not exceeding 38 miles.

**636.** For a line of railway from Lardo towards Upper Arrow Lake, British Columbia, in lieu of the subsidy granted by item 29 of section 2 of chapter 7 of 1903, not exceeding 30 miles.

**637.** To the Western Alberta Railway Company, from a point on the United States boundary, west of range 27, northwesterly towards Anthracite, in the district of Alberta, in lieu of the subsidy granted by item 40 of section 2 of chapter 7 of 1899, not exceeding 50 miles.



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**3.** The Governor in Council may grant the subsidy hereinafter mentioned towards the construction of the bridge also hereinafter mentioned, that is to say :—

**638.** To the Chateauguay and Northern Railway Company, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Ile to Charlemagne at the Junction of the Ottawa and St. Lawrence Rivers, a sum not exceeding \$51,000.

**4.** The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) Upon the completion of the work subsidized ; or

(b.) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) With respect to (b) and (c), part one way, part the other.

**5.** The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1904, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

**6.** The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridge so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and the bridge hereby subsidized. Provided always that any decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

**7.** Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transpor-



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tation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under the Act.

8. As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of Government Railways, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Chief Engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c.) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway subsidized by either of the Acts mentioned in the preamble, the Minister of Railways and Canals, at the request of the Company and upon the report of the chief engineer of government railways, and his certificate that he has made careful examination of the surveys, plans and profiles of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the probable and reasonable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer,



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and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the chief engineer, entitles the company thereto: Provided always—

(a.) that the estimated cost, so certified, is not less on the average than eighteen thousand dollars per mile for the whole mileage subsidized;

(b.) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the Company's contract;

(c.) that in no case shall the subsidy exceed the sum of six thousand four hundred dollars per mile.

**2.** In construing this Act the word "cost" shall have the meaning assigned to it by the Act authorizing the granting of the subsidy.

*By Act, 6 Edward VII, Cap 43, 1906, (assented to 13th July, 1906).*

**1.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any one case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

**639.** To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of Railway:—

(a) From Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(b) From a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway, not exceeding 100 miles; and

(c) From a point at or near Sudbury northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies of 64 and 130 miles, granted by chapter 8 of 1900, section 2, item 6, as amended by section 5 of chapter 7 of 1901, and chapter 7 of 1901, section 2, item 14, respectively.

**640.** To the Algoma Central and Hudson Bay Railway Company for a line of railway from Sault St. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the District of Algoma, not exceeding 200 miles, and, for a line of Railway from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway not exceeding 25 miles; in lieu of the subsidies of 40, 50 and 135 miles granted by chapter 7 of 1899, section 2, item 23, chapter 8 of 1900, section 2, item 4 and chapter 7 of 1901, section 2, item 20, respectively.

**641.** To the Lotbinière and Megantic Railway Company to extend its railway southerly from a point at or near Lyster in Megantic County to or towards a point at or near Lime Ridge in the Township of Dudswell; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 8, not exceeding 50 miles.



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- 642.** For a line of railway from Lake Nominique to La Lièvre, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 44, not exceeding 35 miles.
- 643.** For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the County of Halifax, to Guysborough, in the County of Guysborough, with branch lines to a point on the Intercolonial Railway at or near New Glasgow, in the County of Pictou, and also to Country Harbour, in the County of Guysborough, not exceeding in the whole 236 miles in lieu of subsidies of 116 and 120 miles granted by chapter 57 of 1903, section 2, items 19 and 63 respectively.
- 644.** For a line of railway from Wellington to Union Bay, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 68, not exceeding 55 miles.
- 645.** For a line of railway from a point at or near Sharbot Lake or Bathurst Station, in the Province of Ontario, or between those points via Lanark Village to Carleton Place, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 17, not exceeding 41 miles.
- 646.** For a line of railway from Cape Tourmente towards Murray Bay, in lieu of the subsidy granted by chapter 5 of 1892, not exceeding 20 miles.
- 647.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscau on the Intercolonial Railway and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspébiac to Gaspé as near the shore as practicable, not exceeding 102 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 51.
- 648.** To the Nipigon Railway Company, for the following lines of railway:—
- (a) From a point at or near Nipigon Station on the line of the Canadian Pacific Railway to Nipigon Lake, not exceeding 30 miles.
  - (b) From a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway, not exceeding  $3\frac{1}{2}$  miles.
  - (c) From a point on the line of the Nipigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding  $1\frac{1}{2}$  miles.
  - (d) From a point on the North shore of Lake Nipigon northerly, not exceeding 45 miles;
- The said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 34 of 1904, section 2, item 3, not exceeding in the whole 80 miles.
- 649.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 48, not exceeding 200 miles.
- 650.** For a line of railway from Roberval westward towards James Bay, in lieu of the subsidies granted by chapter 57, of 1903, section 2, items 11 and 52, not exceeding 100 miles.
- 651.** To the Quebec Central Railway Company for an extension of its line of railway from St. Francis to St. George not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec Bridge, not exceeding 23 miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 46.



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- 652.** To the Western Alberta Railway Company for a line of railway from a point on the United States Boundary, west of range 21, northwesterly towards Anthracite, in the Province of Alberta, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 11, not exceeding 50 miles.
- 653.** To the Shediac and Coast Railway Company for a line of railway from Shediac to Shemogue and towards Cape Tormentine in Westmoreland County, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 17, not exceeding 38 miles.
- 654.** For a line of railway from St. Constant in the County of Laprairie and Naperville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the International boundary line on the Delaware and Hudson Railway (Grand Trunk) lieu of the 19 and 12 mile subsidies granted by chapter 7 of 1899, section 2, item 10 and chapter 4 of 1894 respectively, not exceeding 28 miles.
- 655.** To the Lake Superior, Long Lake and Albany Railway Company for a line of railway from Peninsula Harbour in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 76, not exceeding 10 miles.
- 656.** For a line of railway from Owen Sound in the Province of Ontario to Meaford, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 34, not exceeding 30 miles.
- 657.** To the Kingston, Smith's Falls and Ottawa Railway Company for a line of railway from Kingston to Ottawa, being a revote of the subsidy granted by chapter 4 of 1897, not exceeding 101 miles.
- 658.** To the Lotbinière and Megantic Railway Company, for a line of railway from a point on its line between Lyster and Lime Ridge, to a point at or near the Bridge over the St. Lawrence at or near Quebec, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 45, not exceeding 30 miles.
- 659.** For a line of railway from a point on the Quebec and Lake St. John Railway, near the River Jeannotte to La Tuque, on the St. Maurice River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 57, not exceeding 35 miles.
- 660.** To the Halifax and South Western Railway Company, for a line of railway from a point at or near Halifax, to a point at or near Barrington Passage, (except that part east of Bridgewater which formerly formed part of the line of the Central Railway), in lieu of the 68, 77 and 35 miles of subsidies granted by chapter 57 of 1903, section 2, item 23 (a) and (b), and item 75, respectively, not exceeding 185 miles.
- 661.** To the Bay of Quinté Railway Company, for a line of railway from a point at or near the Village of Tweed, thence northwesterly to a point at or near the Village of Bannockburn, in the County of Hastings, being a revote in part of the subsidy granted by chapter 7 of 1899, section 2, item 45, and in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 37, not exceeding in all 20 miles.
- 662.** For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 32, not exceeding 75 miles.



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- 663.** For a line of railway from the Station of Lac Bouchette, or from a point one mile east of the said station, on the Quebec and Lake St. John Railway, to St. André, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 47, not exceeding 13 miles.
- 664.** For a line of railway from Debert Station, on the Intercolonial Railway, to Debert Coal Mine, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 20, not exceeding  $4\frac{1}{2}$  miles.
- 665.** For a line of railway from a point at or near Toulon, to a point on the Icelandic River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 27, not exceeding 35 miles.
- 666.** To the Ontario, Northern and Temagami Railway Company (formerly the Temagami Railway Company), for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Temagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 36, not exceeding 50 miles.
- 667.** To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval to the Government wharf at Lake St. John, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 40, not exceeding one mile.
- 668.** For a line of railway from Truro northerly towards Brule, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 64, not exceeding 34 miles.
- 669.** To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 66, not exceeding 186 miles.
- 670.** To the Brockville, Westport and Sault Ste. Marie Railway Company, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was regranted by chapter 5 of 1892; the whole not exceeding \$86,800, being a revote of the subsidy granted by chapter 4 of 1894, and that the said subsidy or so much thereof as has heretofore been agreed upon by the terms of an agreement filed in the Department of Railways and Canals between said Brockville, Westport and Sault Ste. Marie Railway Company and the creditors of said Railway Company, to be paid over to the said creditors or the legal representatives of said creditors as mentioned in said agreement.
- 671.** For a line of railway from Jonquieres to La Baie des Ha Ha, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 7, not exceeding 20 miles.
- 672.** For a line of railway from St. Rose via the east side of Lake Ainslie to or towards Orangedale on the Intercolonial Railway, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove not exceeding four miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, items 18 and 62.
- 673.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government Pier at the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25.



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- 674.** To the Great Northern Railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the United Townships of Preston and Hartwell, not exceeding 30 miles ; and for a line of railway connecting its Montford and Gatineau line with the main line at St. Jerome, not exceeding 22 miles ; in lieu of the subsidies granted to the Montford and Gatineau Colonization Railway Company by items 6 and 41 of section 2 of chapter 57 of 1903.
- 675.** To the Great Northern Railway of Canada, for a line of railway from, at or near Garneau Junction to or towards the Quebec Bridge, not exceeding 70 miles, in lieu of the subsidy granted by item 74 of section 2, of chapter 57 of 1903.
- 676.** For a line of railway from a point at or near Ste. Agathe des Monts Station towards the Township of Howard, in the County of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, not exceeding 15 miles ; and for a line of railway between a point in the parish of St. Andrews, in the County of Argenteuil, and a point in the parish of St. Laurent, in the County of Jacques Cartier, passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles ; in lieu of the subsidies granted by chapter 34 of 1904, items 8 and 9 of section 2, not exceeding in the whole 53 miles.
- 677.** To the Kettle River Valley Railway Company for a line of railway from Grand Forks to a point 50 miles up the North Fork of Kettle River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 67, not exceeding 50 miles.
- 678.** To the Ottawa Northern and Western Railway for a line of railway from Aylmer to a point of junction with the Interprovincial Bridge approach in the City of Hull (except that portion thereof beginning at a point of junction with the line of the Hull Electric Railway in the City of Hull and terminating at a point on the main line of the Canadian Pacific Railway at the east end of its Hull Station yard) not exceeding nine miles, in lieu of the subsidy granted by item 12 of section 2 of chapter 7, of 1899, and by the first portion of item 13 of section 2 of chapter 57 of 1903.
- 679.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 3, not exceeding 51 miles.
- 680.** To the Interprovincial and James Bay Railway Company, for a line of railway from the Lake Temiskaming at the present terminus of the Canadian Pacific Railway in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 42, not exceeding 50 miles.
- 681.** For a line of railway from Waltham Station to Ferguson Point, in the County of Pontiac, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 43, not exceeding 20 miles.
- 682.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave, on the Intercolonial Railway, to Matane, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 54, not exceeding 30 miles.
- 683.** For a line of railway from the Village of Haliburton, via the Village of Whitney, towards the Town of Mattawa, Ontario, in lieu of the subsidies granted by chapter 7 of 1899, section 2, item 25; and chapter 8 of 1900, section 2, item 9, not exceeding 60 miles.



## SESSIONAL PAPER No. 20

**684.** For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 71, not exceeding 84 miles.

**2.** That unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**3.** That the subsidies to be authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided herein, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a) upon the completion of the work subsidized; or

(b) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(c) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(d) with respect to (b) and (c), part one way, part the other.

**4.** That the subsidies to be authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as established to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1906, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

**5.** That the granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways so subsidized: Provided always that any



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decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

6. That every company so receiving a subsidy, its successors and assigns, and any person or company controlling or operating the railway or portion of railway so subsidized, shall each year furnish to the Government of Canada, transportation for men, supplies, materials and mails, over the portion of the lines in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy so received by the company.

7. That as respects all railways for which subsidies are granted, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

8. That the Governor in Council may make it a condition of the grant of the subsidies herein provided, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

9. That whenever a contract has been duly entered into with a company for the construction of any line of railway so subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals and upon the report and certificate of the said Chief Engineer, entitles the company thereto; Provided always:—

(a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.



## SESSIONAL PAPER No. 20

*By Act, 6-7 Edward, Cap 40, 1907, assented to 27 April, 1907.*

**1.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

- 685.** To the Central Ontario Railway for an extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 4, not exceeding 40 miles.
- 686.** For a line of railway from Woodstock to the International Boundary in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 15, not exceeding 26 miles.
- 687.** For a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 16, not exceeding 30 miles.
- 688.** For a line of railway from Liverpool to Milton, Nova Scotia, in lieu of part of the subsidy granted by Chapter 57 of 1903, Section 2, Item 23(d), not exceeding 7 miles.
- 689.** For a line of railway from Milton to Caledonia, Nova Scotia, in lieu of part of the subsidy granted by Chapter 57 of 1903, Section 2, Item 23(d), not exceeding 22 miles.
- 690.** For a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 24, not exceeding 37 miles.
- 691.** For a line of railway from a point on the Dominion Atlantic Railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 25, not exceeding 1 mile.
- 692.** To the Nicola, Kamloops and Similkameen Coal and Railway Company for a line of railway from a point at or near Spence's Bridge, on the Canadian Pacific Railway, to Nicola Lake, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 26, not exceeding 47 miles.
- 693.** To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the Town of Strathcona to Edmonton and thence westerly towards the Yellowhead Pass, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 28, not exceeding 50 miles.
- 694.** For a line of railway from Fredericton to Woodstock, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 29, not exceeding 59 miles.
- 695.** For a line of railway from Hawkesbury, Ontario, to South Indian, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 30, not exceeding 35 miles.



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- 696.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 31, not exceeding 35 miles.
- 697.** To the Canadian Northern Ontario Railway Company for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near or beyond Sudbury through Parry Sound, in lieu of the subsidy granted to the James Bay Railway Company by Chapter 57 of 1903, Section 2, Item 39, not exceeding 265 miles.
- 698.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Canadian Northern Quebec Railway (formerly the Great Northern Railway) between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction passing through the Village of Brownsburg, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 49, not exceeding 4.2 miles.
- 699.** To the Orford Mountain Railway Company for the following lines of railway, namely :—from Bolton Line to Mansonville 7.54 miles ; from Mansonville to the International Boundary 3.12 miles ; from Windsor Mills to Brompton Falls 8 miles : from Melbourne Road Crossing to Melbourne Village 3.50 miles ; and from a point on its main line of railway to the south of end of Bonella Lake 5 miles ; in lieu of the subsidies granted by Chapter 57 of 1903, Section 2, Item 50, but not exceeding in the whole 27 miles.
- 700.** To the Canadian Northern Quebec Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the Parish of St. Jacques de l'Achigan, to the Village of Rawdon, in lieu of the subsidy granted to the Chateaugay and Northern Railway Company by Chapter 57 of 1903, Section 2, Item 55, not exceeding 16 miles.
- 701.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 61, not exceeding 5 miles.
- 702.** To the Midway and Vernon Railway Company, for a line of railway from Midway to Vernon, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 69, not exceeding 150 miles.
- 703.** For a line of railway from a point at or near the north end of Lake Megantic, thence along the said lake to a point on the International Boundary at or near Rivière Morte, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 78, not exceeding 19 miles.
- 704.** For a line of railway from Wellington to or towards Union Bay by way of Alberni in lieu of the subsidy granted by Chapter 43 of 1906, Section 1, Item 6, not exceeding 55 miles.
- 705.** For a line of railway from Ste. Rose (or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove) thence via the east side of Lake Ainslie to or towards a point on the Intercolonial Railway at or near Orangedale, not exceeding 34 miles ; and for a line of railway from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove, or Inhabitants Bay or River, not exceeding 4 miles ; in lieu of the subsidies granted by Chapter 43 of 1906, Section 1, Item 34.



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**706.** To the Klondike Mines Railway Company for the following lines of railway, namely :—

(a) for a line of railway from Dawson to a point at or near Sulphur Spring, not exceeding 31 miles ;

(b) for a line of railway from a point at or near Sulphur Spring to a point at or near the Divide between Dominion and Flat Creeks, not exceeding 45 miles ;

(c) for a line of railway from a point at or near the said Divide to or towards the Stewart River, not exceeding 8 miles ;

The whole in lieu of the subsidy granted by Chapter 43 of 1906, Section 1, Item 46.

**707.** For a line of railway from St. Peter's to Louisbourg, in lieu of the subsidy granted by Chapter 57 of 1903, Section 2, Item 65, not exceeding 50 miles.

**708.** For a line of railway from Grandique Ferry, to Arichat, Nova Scotia, being a revote of the subsidy granted by Chapter 7 of 1901, Section 2, Item 15, not exceeding 8 miles.

**709.** For a line of railway from Connors, at the terminus of the Témiscouata Railway, to a point on the boundary line between New Brunswick and Quebec, at the foot of Bean Lake, being a revote of part of the subsidy granted by Chapter 7 of 1901, Section 2, Item 2, not exceeding 18 miles.

**710. 2.** Resolved, That the Governor in Council may grant, towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the subsidy granted by Chapter 57 of 1903, Section 3, Item 1, a subsidy of \$15,000.

**3.** Resolved, That in these Resolutions, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town ; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**4.** Resolved, That the subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in these Resolutions, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a) Upon the completion of the work subsidized ; or

(b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed sections bears to that of the whole work undertaken ; or

(c) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d) With respect to (b) and (c), part one way, part the other.



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5. Resolved, That the subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridge respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1907, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridge shall be subject to the approval of the Governor in Council.

6. Resolved, That the granting of such subsidies and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners of Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railways and bridge so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridge hereby subsidized: Provided always that any decision of the said Board made hereunder may be at any time varied, changed, or rescinded by the Governor in Council, as he deems just and proper.

7. Resolved, That every company receiving a subsidy hereunder, its successors and assigns, and any person or company controlling or operating the railway or portion of railway hereby subsidized, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company hereunder.

8. Resolved, That as respects all railways and the bridge for which subsidies are granted hereby, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. Resolved, That the Governor in Council may make it a condition of the grant of the subsidy herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridge and the rolling stock for the first equipment of the railway from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.



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**10.** Resolved, That whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any ; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto : Provided always—

(a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized ;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract ;

(c) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

By Act 7-8 Edward VII., cap. 63, 1908 (*assented to 20th July, 1908*):—

**1.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

*Revotes.*

**711.** To the Kettle River Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point fifty miles up the North Fork, and East or West Fork of the North Fork, of Kettle River, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 39 ; not exceeding 50 miles.

**712.** For a line of railway from Owen Sound, in the Province of Ontario, to Meaford, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 18 ; not exceeding 30 miles.

**713.** For a line of railway from Sharbot Lake or Bathurst Station, in the Province of Ontario, or between these points, via Lanark Village, to Carleton Place, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 7 ; not exceeding 41 miles.

**714.** To the Nipigon Railway Company, for the following lines of railway :—

(a) from a point at or near Nipigon Station on the line of the Canadian Pacific Railway to Nipigon Lake ; not exceeding 30 miles ;



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(b) from a point on Nipigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon Railway ; not exceeding  $3\frac{1}{2}$  miles ;

(c) from a point on the line of the Nipigon Railway at or near the crossing of the Fraser River to a point on Lake Jesse, by way of Cameron's Falls ; not exceeding  $1\frac{1}{2}$  miles ;

(d) from a point on the north shore of Lake Nipigon northerly ; not exceeding 45 miles ;

The said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 10 ; not exceeding in all 80 miles.

**715.** To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of railway :—

(a) from a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway ; not exceeding 100 miles ;

(b) from Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(c) from a point at or near Sudbury, northerly, not exceeding 30 miles ; the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 1 ; not exceeding in all 194 miles.

**716.** To the Ontario, Northern and Timagami Railway Company for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 28 ; not exceeding 50 miles.

**717.** For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 24 ; not exceeding 75 miles.

**718.** To the Bracebridge and Trading Lake Railway Company, for a railway in Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 1, for 15 miles ; not exceeding 16 miles.

**719.** To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 12 ; not exceeding 100 miles.

**720.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near Ste. Flavie, on the Intercolonial Railway, to Matane, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 44, for 30 miles ; not exceeding 38 miles.

**721.** To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles ; and for a line of railway connecting its Montfort and Gatineau line with the main line at St. Jerome, not exceeding 15.2 miles ; in lieu of the subsidies granted to the Great Northern Railway of Canada by chapter 43 of 1906, section 1, item 36 not exceeding in all 45.2 miles.



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- 722.** To the Canadian Northern Quebec Railway Company, for a line of railway from, or from near, Garneau Junction to Quebec, with a branch to or towards the Quebec Bridge, in lieu of the subsidy granted to the Great Northern Railway of Canada by chapter 43 of 1906, section 1, item 37, for 70 miles ; not exceeding 83 miles.
- 723.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from a point at or near Causapscal, on the Intercolonial Railway, to Edmundston, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned ; not exceeding 160 miles.
- 724.** For a line of railway from Yamaska to a point in the County of Lotbinière, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 12, not exceeding 70 miles ; and for a line of railway from Mount Johnson to St. Gregoire Station, in lieu of the subsidy granted to the United Counties Railway Company by chapter 7 of 1899, section 2, item 16, for one mile, not exceeding  $1\frac{1}{2}$  mile ; and not exceeding in all  $71\frac{1}{2}$  miles.
- 725.** To the International Railway Company of New Brunswick, for a line of railway from the western end of the twenty miles of its railway, as already constructed from Campbellton, to a point on the St. John River between Grand Falls and Edmundston, in lieu of the subsidies granted by chapter 57 of 1903, section 2, items 14 and 59 respectively ; not exceeding 90 miles.
- 726.** For a line of railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 8 of 1900, section 2, item 30 ; not exceeding 11 miles.
- 727.** To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57, of 1903, section 2, item 24, for 37 miles ; not exceeding 37 miles.
- 728.** To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial Railway, thence via the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles ; and from a point on the Intercolonial Railway between Orangedale and Point Tupper to Caribou Cove on Inhabitant's Bay or River, not exceeding 4 miles ; in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 21, for 38 miles ; not exceeding in all 50 miles.
- 729.** To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic County, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles ; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles ; in lieu of the subsidies granted by chapter 43 of 1906, section 1, items 3 and 20, respectively ; not exceeding in all 80 miles.
- 730.** To the Cape Breton Railway Company, Limited, for a line of railway from Port Hawkesbury or Point Tupper, on the Strait of Canso, Nova Scotia, to St. Peter's, in lieu of the subsidy granted by chapter 7, of 1899, section 2, item 6, for 30 miles ; not exceeding 31 miles.



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- 731.** For a line of railway from a point on the Intercolonial Railway at or near Dartmouth, in the County of Halifax, to a point at or near Deans Settlement, in the County of Halifax, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5 ; not exceeding 80 miles.
- 732.** For a line of railway from a point at or near Deans Settlement, in the County of Halifax, to a point at or near Melrose, in the County of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5 ; not exceeding 52 miles.
- 733.** For a line of railway from a point at or near New Glasgow, in the County of Pictou, to a point at or near Melrose, in the County of Guysborough, and from the said point at or near Melrose to Guysborough, in the County of Guysborough, with branch line to Country Harbour in the County of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5 ; not exceeding in all 116 miles.
- 734.** To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières Village to Baie des Ha Ha, via Laterrières Village, in lieu of the subsidy granted by chapter 43, of 1906, section 1, item 33, for 20 miles ; not exceeding 24 miles.
- 735.** To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudiere Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 2, for 45 miles ; not exceeding 62 miles.
- 736.** For a line of railway from a point at or near Ste. Agathe des Monts Station towards the township of Howard, in the County of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 38 ; not exceeding 45 miles.
- 737.** For a line of railway from Tusket Wedge to a point on the Halifax South western Railway at or near Riverdale Station ; not exceeding 8 miles.
- 738.** To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater, via upper Lahave ; not exceeding 12 miles.
- 739.** To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London ; not exceeding 35 miles.
- 740.** For a line of railway from a point at or near Centreville to Aylesford, or Kingston or Middleton, on the line of the Dominion Atlantic Railway ; not exceeding 35 miles.
- 741.** For a line of railway from a point on the Canadian Pacific Railway at or near Plaster Rock to Riley Brook ; not exceeding 28 miles.
- 742.** To the North Shore Railway Company, Limited (formerly the Beersville Coal and Railway Company), for a line of railway extending its present line from Beersville to Brown's Landing, not exceeding 7 miles ; and for a branch line of railway from its main line to Mount Carlyle, not exceeding  $2\frac{1}{2}$  miles ; not exceeding in all  $9\frac{1}{2}$  miles.
- 743.** To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental Railway ; not exceeding 9 miles.



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- 744.** To the Vancouver and Lulu Island Railway Company, for a line of railway from Eburn, on its main line, to New Westminster; not exceeding 9.65 miles.
- 745.** To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point near French Creek to the village of Sandwich, not exceeding 41 miles; and for a line of railway from the village of Sandwich to Campbell River, not exceeding 38 miles; not exceeding in all 79 miles.
- 746.** For a line of railway from MacLeod, via Cardston, towards a point on the International Boundary west of range 21; not exceeding 45 miles.
- 747.** To the Southern Central Pacific Railway Company for a line of railway from a point at or near Cowley, in Alberta, to a point on Highwood River; not exceeding 50 miles.
- 748.** For a line of railway from a point at or near the town of Red Deer to a point on the North Saskatchewan River at or near Rocky Mountain House; not exceeding 70 miles.
- 749.** To the Canadian Pacific Railway Company, for a line of railway from Winnipeg Beach northerly to Gimli, not exceeding  $9\frac{1}{2}$  miles; and for a line from Gimli to Riverton, not exceeding 25 miles; not exceeding in all  $34\frac{1}{2}$  miles.
- 750.** To the Canadian Pacific Railway Company, for a line of railway from Moose Jaw, in a north-westerly direction; not exceeding 123 miles.
- 751.** To the Eastern Townships Railway Company, for a line of railway from the Intercolonial Railway at St. Leonard's Junction to Dudswell; not exceeding 36 miles.
- 752.** To the Quebec, Montreal and Southern Railway Company, for a line of railway from Noyan Junction to the international boundary, not exceeding 8 miles; and for a line of railway from St. Lambert to St. Constant, not exceeding 15 miles; not exceeding in all 23 miles.
- 753.** To the Quebec and Lake St. John Railway Company, for the following lines of railway:—
- (a) from Valcartier Station to St. Catherine; not exceeding 3.8 miles;
  - (b) from Valcartier Station towards Gosford; not exceeding  $5\frac{1}{2}$  miles;
  - (c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls; not exceeding 5 miles;
  - (d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;
  - (e) from a point on La Tuque branch to the steamboat landing near La Tuque: not exceeding 1.6 miles;
- not exceeding in all 20.9 miles.
- 754.** To the Quebec and Lake St. John Railway Company, for a line of railway from Herbertville to St. Joseph d'Alma; not exceeding 10 miles.
- 755.** To the St. Maurice Valley Railway Company, for a line of railway from Three Rivers to Grand Mere; not exceeding 28 miles.
- 756.** For a line of railway from a point on the main line of the Great Northern Railway at or near St. Jerome to Charlemagne (Bout de l'Ile); not exceeding 22 miles.



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- 757.** To the North Eastern Railway Company, for a line of railway from a point east of Lake Temiskaming, at or near Villemarie, easterly ; not exceeding 25 miles.
- 758.** To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury ; not exceeding 65 miles.
- 759.** For a line of railway from Montreal to a point on the National Transcontinental Railway ; not exceeding 200 miles.
- 760.** To the Quebec Central Railway Company, for an extension of its line of railway from St. George to or towards St. Justine ; not exceeding 30 miles.
- 761.** To the Maritime Coal Railway and Power Company, for a line of railway from Chignecto to a point on the Northumberland Straits, not exceeding 25 miles : and from Joggins Mines to a point on the Bay of Fundy, not exceeding 1 mile ; not exceeding in all 26 miles.
- 762.** For a line of railway from St. Peters, in the County of Richmond, by the south shore of Bras d'Or Lake, to Sydney ; not exceeding 60 miles.
- 763.** To the Nipissing Central Railway Company, for a line of railway from a point on the Temiskaming and Northern Ontario Railway, at or near the town of New Liskeard, to a point in the township of Guigues, in the province of Quebec ; not exceeding 13 miles.
- 764.** To the Vancouver Island and Eastern Railway Company, for a line of railway from a point on the Esquimalt and Nanaimo Railway, near Campbell River, towards Fort George, on the line of the Grand Trunk Pacific Railway ; not exceeding 100 miles.
- 765.** To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver towards Fort George, on the line of the Grand Trunk Pacific Railway ; not exceeding 100 miles.
- 766.** For a line of railway around Death Rapid, British Columbia ; not exceeding 4 miles.
- 767.** To the Pacific Northern and Omineca Railway Company, for a line of railway from Kittimat to the Telkwa River ; not exceeding 110 miles.
- 768.** For a line of railway from Nicola to a point at or near Penticton ; not exceeding 100 miles.
- 769.** For a line of railway from Carmi to Penticton ; not exceeding 50 miles.
- 770.** To the St. Mary and Western Ontario Railway Company, for a line of railway from Woodstock to Exeter ; not exceeding 45 miles.
- 771.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point on the Canadian Pacific Railway northward towards the National Transcontinental Railway ; not exceeding 50 miles.
- 772.** To the Grand Trunk Pacific Railway Company, for branch lines of railway from the line of the National Transcontinental Railway to Port Arthur and Fort William ; not exceeding 220 miles.



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- 773.** To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the line of the National Transcontinental Railway; not exceeding 18 miles.
- 774.** To the Burk's Falls and French River Railway Company, for a line of railway from Burk's Falls to French River; not exceeding 85 miles.
- 775.** To the Thessalon and Northern Railway Company, for a line of railway from Thessalon, northerly; not exceeding 4 miles.
- 776.** To the Canadian Northern Ontario Railway Company, for a line of railway from Sudbury Junction to Hutton Mines; not exceeding 30 miles.
- 777.** To the Esquimalt and Nanaimo Railway Company, for a line of railway from Cowichan Bay to Cowichan Lake; not exceeding 24 miles.
- 778.** To the Canadian Northern Quebec Railway Company, for a line of railway from Hawkesbury to Ottawa; not exceeding 60 miles.
- 779.** For the following lines of railway :—  
(a) from Westfield to St. John, not exceeding 14 miles;  
(b) from Gagetown to Fredericton, not exceeding 40 miles;  
(c) from a point between Centreville and Woodstock to a point at or near Grand Falls, not exceeding 55 miles.
- 780.** To the Little Nation River Railway Company, for a line of railway from Papi-neauville on the Canadian Pacific Railway towards Lake Nominique; not exceeding 30 miles.
- 781.** To the l'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville; not exceeding 28 miles.
- 782.** To the Quebec and Lake St. John Railway Company, for a line of railway from Chicoutimi south or southeast; not exceeding 5 miles.
- 2.** The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say :—
- 783.** Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the subsidy granted by chapter 40 of 1907, section 2, \$15,000.
- 784.** To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company), towards the construction and completion of a bridge over the Saskatchewan River connecting Strathcona and Edmonton, 15 per cent upon the amount expended thereon; not exceeding \$100,000.
- 785.** To the Quebec, Montreal and Southern Railway Company, towards the construction and completion of the following railway bridges :—  
(a) bridge across the Gentilly River, \$15,000;  
(b) bridge across the Becancour River, \$30,000;  
(c) bridge across the Richelieu River, \$30,000.
- 786.** To the Atlantic, Quebec and Western Railway Company, towards the construction and completion of the 26 railway bridges on its line of railway from Paspébiac to Gaspé, payable upon the completion of the said line of railway between the said points, \$250,000.



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**787.** To the Interprovincial Railway Bridge Company of New Brunswick, towards the construction and completion of a railway bridge over the Restigouche River from Campbellton to Mission Point, not exceeding \$160,000.

**788.** To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway across Burrard Inlet.

**3.** In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**4.** The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a) Upon the completion of the work subsidized; or

(b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work, undertaken; or

(c) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(a) With respect to (b) and (c), part one way, part the other.

The subsidies hereinbefore authorized to be granted to companies named shall if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1908, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

**6.** The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and



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equal mileage rates between all such connecting railways ; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized ; Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada ; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any ; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto : Provided always—

(a) that the estimated cost, as certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized ;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract ;

(c) that in no cases shall the subsidy exceed the sum of \$6,400 per mile.







PART IV.

MISCELLANEOUS STATEMENTS



No.

SUBSIDY AGREEMENTS for the Construction of Railways

No. of Contract.	Date of Signature.	Name of Railway	Line of Railway to be Constructed.	AUTHORITY FOR EXECUTION.	
				Act of Parliament.	Order in Council.
17010	Feb. 20, 1908	Atlantic, Quebec and Western Ry. Co.	From Paspébiac to Gaspé as near the shore as practicable, in lieu of subsidies granted by c. 57 of 1903, sec. 2, item 51.	Can., 1906, c. 43	Nov. 22, 1906..
16559	Apl. 8, 1907	Canadian Northern Quebec Ry. Co.	From or from near Garneau Jet. to or towards Quebec Bridge.	.....	Feb. 19, 1907..
16561	Apl. 10, 1907	"	Line of railway connecting its Montfort and Gatineau branch with main line at St. Jerome.	Can., 1906, c. 43	Feb. 19, 1907..
16611	May 20, 1907	Colchester Coal & Ry. Co., Ltd.	From Debert station on the I. C. Ry. to Debert Coal Mine to northern terminus of the Londonderry Iron and Mining Co. Ry. near East Mines.	Can., 1906, c. 43	Mch. 30, 1907..
16633	June 10, 1907	Central Ontario Ry. Co.	From point at or near Bancroft to point on C. A. Ry. at or near Whitney, in lieu of subsidy granted by c. 57 of 1903.	Can., 1907, c. 40	May 15, 1907..
16718	Aug. 22, 1907	Canadian Pacific Ry. Co.	From point between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction passing through village of Brownsburg, in lieu of subsidy granted by c. 57 of 1903.	Can., 1907, c. 40	May 15, 1907..
16776	Sept. 28, 1907	"	From point at or near Teulon to point on Icelandic river, in lieu of subsidy granted by c. 57 of 1903.	Can., 1906, c. 43	Aug. 31, 1907..
16969	Dec. 27, 1907	La Compagnie du Chemin de fer de Colonization du Nord.	From Lake Nominigou to Le Lievre.	Can., 1906, c. 43	Nov. 26, 1907..
16965	Dec. 18, 1907	Edmonton, Yukon & Pacific Ry. Co.	From Strathcona to Edmonton....	Can., 1907, c. 40	Nov. 4, 1907..
16556	Apl. 4, 1907	Kootenay Central Ry. Co.	From Golden towards the international boundary line, via Windermere and Fort Steele and crossing the Crow's Nest Ry. at or near Elko, in lieu of subsidy granted by c. 57 of 1903.	Can., 1906, c. 43	Nov. 13, 1906..
16598	May 10, 1907	Klondyke Mines Ry. Co.	From Dawson to a point at or near Sulphur Spring.	6 & 7 E. VII., c. 40.	May 6, 1907..
16599	May 10, 1907	"	From a point at or near Sulphur Spring to point at or near divide between Dominion and Flat Creeks.	"	"
16600	May 10, 1907	Klondyke Mines Ry. Co.	From a point at or near the said divide to or towards the Stewart river.	"	"
16634	June 6, 1907	Kettle River Valley Ry. Co.	From Grand Forks to point 50 miles up the north fork and west fork of the north fork of Kettle river, in lieu of subsidy granted by c. 57 of 1903, s. 2, item 67.	Can., 1906, c. 43	Apl. 16, 1907..
16630	" 14, 1907	Margaree Coal and Ry. Co.	Line of railway from St. Rose or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove, thence via the east side of Lake Ainslie to or towards a point on the I.C.Ry. at or near Orangedale, 34 miles; and for a line of railway from a point on the I.C.Ry. between Orangedale and Point Tupper to Caribou Cove or Inhabitants bay or river, in lieu of subsidies granted by c. 43 of 1906.	Can., 1907, c. 40	May 14, 1907..



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1.  
entered into during the Fiscal Year ended March 31, 1908.

AMOUNT OF SUBSIDY.		Number of Miles Subsidized.	Maximum Grade. Feet per Mile.	Radius of Curva- ture not less than	Width of Clear- ing each side.	Width of Cut- ting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not exceed- ing								
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	102	79	955	50	20	15	56	Dec. 1, 1908.
3,200	6,400	70	52·80	955	50	20	15	56	Jan. 1, 1909.
3,200	6,400	22	52·80	859·9	50	20	15	56	" 1, 1909.
3,200	6,400	4½	.80	478	50	20	15	56	Aug. 1, 1908
3,200	6,400	40	80	819	50	20	15	56	Dec. 1, 1909.
3,200	6,400	4·2	116	478	50	{ 20 16	14	56	Aug. 1, 1907.
3,200	6,400	35	21	1,910	50	20	14	56	Dec. 31, 1908.
3,200	6,400	35	52·80	573	50	{ 20 18	14	56	" 1, 1909
3,200	6,400	50	52·80	955	50	20	15	56	Dec. 31, 1909.
3,200	6,400	186	52·80	573	50	{ 20 18	14	56	" 1, 1908
3,200	6,400	31	184·80	230	30	14	10½	45	Aug. 1, 1907.
3,200	6,400	45	184·80	230	30	14	10½	45	Dec. 1, 1909.
3,200	6,400	8	184·80	230	30	14	10½	45	" 1, 1909.
3,200	6,400	50	80	478	50	18	14	56	" 1, 1908.
32,00	6,400	38	80	1,146	50	20	15	56	" 31, 1909



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## SUBSIDY AGREEMENTS for the Construction of Railways

No. of Contract.	Date of Signature.	Name of Railway.	Line of Railway to be Constructed.	AUTHORITY FOR EXECUTION.	
				Act of Parliament.	Order in Council.
16662	July 5, 1907	Midland Ry. Co., Ltd.	Bridge over Shubenacadie river, N.S.	Can., 1899, c. 7	May 14, 1907..
16648	June 24, 1907	Nicola, Kamloops & Similkameen Coal & Railway Co.	From a point at or near Spence's bridge on C.P.R. to Nicola lake.	Can., 1907, c. 40	" 15, 1907..
16626	" 13, 1907	Ottawa, Northern & Western Ry. Co.	For a line of railway to the boundary line of City of Hull, from a point on Ottawa & Gatineau Railway, now Ottawa, Northern & Western.	Can., 1903, c. 57	April 6, 1907..
16627	" 12, 1907	Ottawa, Northern & Western Ry. Co.	From Aylmer to Hull, in lieu of subsidies granted in 1899 and 1903.	Can., 1906, c. 43	Mar. 27, 1907..
16993	Feb. 1, 1908	Orford Mountain Ry. Co.	From Bolton line to Mansonville.	Can., 1907, c. 4	Jan. 2, 1908..
16978	Jan. 10, 1908	Quebec & Lake St. John Ry. Co.	From a point on Quebec & Lake St. John Ry. Co. near River Jeanotte, to LaTuque, on St. Maurice river, in lieu of subsidy granted by c. 57 of 1903, s. 2, item 57.	Can., 1906, c. 43	" 2, 1908..
16631	June 10, 1907	Tilsonburg, Lake Erie & Pacific Ry. Co.	From Woodstock northerly to a point on G.T.Ry. at Berlin, or from Ingersoll to Stratford, in lieu of the subsidy granted by c. 57 of 1903.	Can., 1907, c. 40	May 15, 1907..

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 15, 1908.



SESSIONAL PAPER No. 20

entered into during the Fiscal Year ended March 31, 1908—*Concluded.*

AMOUNT OF SUBSIDY.		Number of Miles Subsidized.	Maximum Grade. Feet per Mile.	Radius of Curva- ture not less than	Width of Clear- ing each side.	Width of Cut- ting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not exceed- ing								
\$	\$		Feet.	Feet.	Lbs.	Feet.	Feet.	Feet.	
33,750 00									
3,200	6,400	47	58.08	478	50	18	14	56	Aug. 1, 1907.
3,200	6,400	1	69	955	50	20	15	56	" 1, 1907.
3,200	6,400	9	58	1,433	50	20	15	56	July 1, 1907.
3,200	6,400	7.84	84	955	50	20	15	56	Dec. 31, 1909.
3,200	6,400	35	66	716	50	20	15	56	Aug. 1, 1908.
3,200	6,400	35	52.80	955	33	20	15	56	Dec. 1, 1909.

H. F. ALWARD,  
Law Clerk.



8-9 EDWARD VII., A. 1909

## No. 2.

CONTRACTS entered into during the Twelve Months forming the Fiscal Year ended  
March 31, 1908.

## INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	General Description.
1907.			
16586	Apl. 27.	Rhodes, Curry & Co.....	Deliver 3 motor cars.
16588	" 30.	The A. C. Thompson Co., Ltd.....	Install hot water heating system in station at Point Tupper.
16597	" 27.	Canadian Locomotive Co., Ltd.....	Deliver 10 freight engines.
16607	" 6.	Rhodes, Curry & Co., Ltd.....	Deliver 130 dump cars.
16609	May 10.	J. Matheson & Co., Ltd.....	Deliver structural steel for umbrella roof at Halifax, N.S.
16651	June 26.	Rhodes, Curry & Co., Ltd.....	Deliver two 60-foot baggage and express cars.
16652	July 2.	"	Deliver 100 platform cars.
16660	" 5.	W. P. McNeil & Co.....	Deliver a 75-foot through turn-table for Ste. Rosalie, Que.
16661	" 5.	Rhodes, Curry & Co., Ltd.....	Deliver 70 "Hart Convertible Cars."
16684	" 23.	Cloutier & Gaudreau.....	Construct station building at Milnekek, P.Q.
16691	June 27.	R. D. Wood & Co.....	Deliver Water Gas Producer Plant at Moncton, N.B.
16696	Aug. 1.	Robb Engineering Co.....	Deliver 3-100 H.P. boilers for old Electric station at Moncton, N.B.
16707	" 7.	E. A. Wallberg.....	Erect cinder pit at Halifax, N.S.
16714	" 19.	E. Dube and N. Dumont.....	Addition to present engine house and for a stores and office building at Chaudière Jct., P.Q.
16717	" 21.	The Canada Car Co., Ltd.....	Deliver 34 stock cars.
16720	" 22.	Wm. Sutherland.....	Extension to water works at Antigonish, N.S.
16721	" 22.	Emile Dube.....	Erect cinder pits and coaling pockets at Ste. Flavie, Rivière du Loup and Chaudière Jct. and coaling pockets at Halifax and Truro.
16723	" 23.	Crossen Car M'f'g Co. of Cobourg, Ltd.....	Deliver 400 box cars of 60,000 lbs. capacity.
16725	" 23.	J. B. McManus.....	Widening of the roadbed for double track and sidings between Moncton and Painsec Jct., N.B.
16727	" 26.	J. A. Dunn & Co.....	Wiring engine house at Truro, N.S.
16735	Sept. 9.	T. D. LeBlanc and D. R. LeBlanc....	Stone passenger station at Amherst, N.S.
16738	" 9.	Thomas P. Charleson.....	Extension to railway wharf at Dalhousie, N.B.
16739	" 9.	John C. McLean and James R. McPherson.....	Extension to waterworks at Charlo, N.B.
16746	" 9.	Weber Steel Concrete Chimney Co.	Erect chimney at Halifax, N.S.
16747	" 9.	Dominion Bridge Co.....	Steel girders for Rivière du Loup, Ste. Flavie and Halifax.
16748	" 13.	Emil A. Wallberg.....	Erect store building and oil house near site of new engine house at Halifax.
16749	" 9.	Builders Wood Working Co., Ltd..	Erect dwelling for agent at Millerton, N.B.
16750	" 16.	Wm. J. Landry.....	Erect cribwork wharf extension on shore side of dock at Mulgrave, N.S.
16758	" 23.	Emil A. Wallberg.....	Supply and install heating plant, etc., for engine house at Halifax, N.S.
16759	" 23.	"	Extension to waterworks at Durham Bridge, N.B.
16761	" 23.	"	Extension to waterworks at Doaktown, N.B.
16778	" 28.	Rhodes, Curry & Co., Ltd.....	Deliver 4 conductor's vans.
16784	" 18.	L. P. Morin & Fils.....	Erection of engine house, office and stores building and 50,000 gallon water tank at Ste. Rosalie, P.Q.
16785	" 30.	Robert S. Low.....	Extension to waterworks at Springhill Jct., N.S.
16813	Oct. 4.	Farquhar Bros.....	Installation of an auxilliary fire alarm system in yards, station and sheds of the I. C. Ry. at Richmond, N.S.
16814	" 4.	"	Wiring station house at Sackville, N.B.
16816	" 4.	J. W. McManus Co., Ltd.....	Extension to waterworks at Pirate Harbour, N.S.
16829	" 18.	Crossen Car Mfg. Co. of Cobourg, Ltd.....	Deliver four (4) conductor's vans.
16930	" 18.	Ed. Bate and Jno. Flood.....	Erect flour shed and loading platform at St. John, N.B.
16831	" 18.	Jno. C. McLean.....	Erect combined passenger and freight shelter at Green Point, N.B.
16832	" 18.	Frank W. Wilson.....	Erection of stores and office building at Truro, N.S.
16833	Sept. 25.	Rhodes, Curry & Co., Ltd.....	Deliver 400 box cars, 260 platform cars and 25 refrigerator cars.
16836	Oct. 22.	E. A. Wallberg.....	Erect power house, etc., at Moncton, N.B.
16841	" 24.	T. A. Barnhill.....	Erect extension to freight shed at Mulgrave, N.S.



## SESSIONAL PAPER No. 20

CONTRACTS entered into during the Twelve Months, &c.—*Continued.*INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Date of Signature.	Contractors.	General Description.
1907.			
16852	Sept. 20.	Dominion Bridge Co.....	Deliver steel bridges on main line Pictou Branch and Windsor Branch.
16862	Nov. 8.	C. E. Fish.....	Extension to waterworks at Newcastle, N.B.
16865	" 13.	The Rathbun Co.....	Deliver 50 standard 80,000 lbs. platform cars.
16899	Aug. 19.	The Grand Trunk Ry. Co. of Canada	In connection with the erection of a freight shed at Ashton Jct. and the joint use of it by the Company and His Majesty.
16902	Nov. 21.	Canadian Westinghouse Co., Ltd....	For the purchase of air brake and train signal material.
16934	" 28.	Geo. P. Nicholls & Bros.....	Deliver one (1) electric transfer table for new yard of I. C. Ry. at Moncton, N.B.
16943	Dec. 3.	Cloutier & Gaudreau.....	Remodelling of station at St. Alexandre, Que.
16944	" 3.	Canadian Rand Co., Ltd.....	Deliver a 2-stage air compressor for new Moncton shops.
16951	" 16.	W. G. Mawhinney.....	Erect extension to station at Dalhousie, N.B.
16952	Nov. 28.	Canadian Westinghouse Co., Ltd....	Deliver 2, 300-K.W. generators, complete, at Moncton, for new shops.
16955	Dec. 23.	Cloutier & Gaudreau.....	Painting on District No. 4.
16956	" 23.	Luc. Vaillancourt.....	Painting on Districts Nos. 1, 2 and 3.
16957	" 23.	Hamilton Bridge Works Co., Ltd....	Deliver 2 steel bridges for approaches to new yards at Truro, N.S.
16958	" 23.	Robert H. Canavan.....	Removing of old station at Windsor and fitting it up for baggage and store room.
16962	" 24.	Cloutier & Gaudreau.....	Erect addition to station at St. Ignace, Que.
16967	" 27.	Dorchester Electric Light and Power Co., Ltd.....	Electric wiring of station and dwelling apartments at Dorchester, N.B.
16968	Dec 27.	D. G. Kirk Woodworking & Contracting Co.	Erect combined station and dwelling at Black River Road, N.S.
16977	Jan. 8.	Stephen Veniot.....	Painting on Districts 13 and 14.
16981	" 9.	W. S. Kinnear & Son.....	Painting on Districts 5, 6, 8, 9 and 15.
16982	" 9.	Emile Dube.....	Erect train service building at Chaudière Jct., P.Q.
16986	" 17.	William Brennan.....	Painting on Districts Nos. 11 and 12.
16992	Feb. 1.	Leon Letellier.....	Installation of hot water heating and plumbing system in Rimouski station, P.Q.
16994	" 1.	Emile Dube.....	Erect car cleaners' building at Rivière du Loup, Que., and coaling pockets at St. John, Newcastle, Chatham and Campbellton, N.B.
16999	" 13.	Jas. Goulett and Jno. H. Goulett.	Erect passenger station, moving and converting of present station into a dwelling for station master and moving of existing freight house at Cedar Hall, Que.
17000	" 13.	Willard Kitchen Co., Ltd....	Bridge masonry, diversion of Leper Brook, etc., at Truro, N.S., 80,000 gallon water tank at Halifax, N.S.
17007	" 18.	S. W. Campbell.....	Erect car cleaners' building at Pictou, N.S.
17008	" 14.	Emil. A. Wallberg.....	Sand houses at Stellarton, St. John, Campbellton and Chaudière Jct., car cleaners' building at Moncton, N.B., and 80,000 gallon water tank and pipe line at Charlottetown, P.E.I.
17014	" 20.	Crossen Car Mfg. Co. of Cobourg, Ltd	Deliver 50 (60,000 lbs.) box cars.
17035	Mch. 5.	Rhodes, Curry & Co., Ltd.....	Enlargement of brick engine house at Newcastle, N.B.
17038	" 9.	Cloutier & Gaudreau.....	Erect station, freight sheds and platforms at Ste. Monique, Que.
17039	" 9.	Rhodes, Curry & Co., Ltd.....	Deliver 10 refrigerator and 100 box cars.
17056	" 21.	Canada Car Co., Ltd.....	Deliver 50, 60,000 lbs. box cars.
17061	" 25.	W. J. Landry.....	Construct block of cribwork at Mulgrave, N.S.
17062	" 25.	Zenon Ouellet.....	Erect brick oil house, car inspectors' building, switchman's shanty and car cleaners' building at Ste. Flavie, Que.
17063	" 24.	Dube & Dumont.....	Erect machine shop and boiler house and a brick chimney at Rivière du Loup, Que.
17065	Feb. 21.	Rathbun Co.....	Deliver 50, 60,000 lbs. box cars.
17068	Mch. 17.	W. A. & J. M. Skidd. ....	Electric wiring of passenger station, etc., at Bathurst, N.B.

## PRINCE EDWARD ISLAND RAILWAY.

1907.			
16685	July 23.	Emil. A. Wallberg.....	Construct extension to wharf at Souris, P.E.I.
16686	" 23.	Reid & Archibald.....	Construct extension to railway wharf at Charlottetown, P.E.I.
16737	Sept. 9.	F. S. McDonald.....	Erection of agent's dwelling at Bear River, P.E.I.
16754	" 13.	D. R. Morrison & P. G. Clark.....	Erect freight shed at Summerside, P.E.I.



8-9 EDWARD VII., A. 1909

CONTRACTS entered into during the Twelve Months, &c.—*Continued.*PRINCE EDWARD ISLAND RAILWAY—*Continued.*

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1907.		
16760	" 23..	Emile A. Wallberg.....	Erect brick freight shed at Charlottetown, P.E.I.
16864	Nov. 13..	Whiting Foundry Equipment Co....	Supply and erect 60-ton electric travelling crane in shop at Charlottetown, P.E.I.
	1908.		
17008	Feb. 14..	Emile A. Wallberg.....	Contract for 80,000 gallon water tank and pipe line at Charlottetown, P.E.I., etc., etc.

## CORNWALL CANAL.

	1907.		
16632	June 10..	Belleville Portland Cement Co., Ltd..	Deliver 1,000 barrels, Portland Cement.

## FARRAN'S POINT CANAL.

	1907.		
16632	June 10..	Belleville Portland Cement Co., Ltd..	Deliver 1,000 barrels Portland Cement.

## GALOPS CANAL.

	1907.		
16632	June 10..	Belleville Portland Cement Co., Ltd.	Deliver 1,000 barrels Portland Cement.
16692	July 25..	M. A. Cleveland.....	Straightening, etc., of channel west of upper entrance of canal.

## LACHINE CANAL.

	1907.		
16601	May 6..	Quinlan & Robertson.....	Concrete wall at St. Gabriel Basin No. 2.
16646	June 24..	W. McNally & Co.....	Deliver 10,000 barrels of Portland Cement.
16715	Aug. 19..	F. Hyde & Co.....	Deliver 5,000 barrels of cement.
16736	Sept. 9..	Canadian Portland Cement Co., Ltd.	Deliver 5,000 barrels of cement.
	1908.		
16990	Feb. 1..	J. Bte. Devost.....	Cutting of checks in lock masonry to install Manny's Lock Gate Protection Beams.

## RAPIDE PLATTE CANAL.

	1907.		
16632	June 10..	Belleville Portland Cement Co., Ltd.	Deliver 1,000 barrels Portland Cement.

## RIDEAU CANAL.

	1907.		
16689	July 25..	A. Foster.....	Supply 1,600 barrels of cement.
16751	Sept. 13..	Ottawa Lumber Co.....	Deliver British Columbia or Douglas Fir dimension timber for 1907-1908.



## SESSIONAL PAPER No. 20

CONTRACTS entered into during the Twelve Months, &c.—*Concluded.*

## SAULT STE. MARIE CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description.
1907.			
16558	Apl. 5..	Sims Lumber Co., Ltd.....	Deliver timber for 1907.
16575	" 23..	Soo Lumber Co.....	Deliver timber for 1907.
16596	" 30..	M. Ryan.....	Deliver timber for 1907.
16828	Oct. 18..	McPhail & Wright.....	Extension to south mooring pier upper entrance of canal.
16837	" 19..	" .....	Cast iron mooring posts.

## SOULANGES CANAL.

1907.			
16722	Aug. 22..	Phoenix Bridge & Iron Works Co., Ltd.....	Erect highway bridge over Clement's Gully at Cascades Point, Que.
16817	Oct. 8..	Quinlan & Robertson.....	Construct superstructure of highway bridge over Clement's Gully at Cascades Point, Que.
1908.			
17079	Mar. 31..	Theo. Belanger.....	Construct timber shed and extension to workshops at Cascades Point, Que.

## TRENT CANAL.

1907.			
16659	July 2..	Ed. & D. Conroy.....	Construct concrete dam and highway bridge at Buckhorn, Ont.
16664	July 2..	County of Peterborough.....	Maintenance of repairs of roadway over dam at Buckhorn, Ont.
16779	Sept. 28..	Brown & Aylmer.....	Construct Section 5, Ontario-Rice Lake Division.
16788	Oct. 4..	Lakefield Portland Cement Co., Ltd.	Deliver 2,500 bbls. of cement.
16819	" 7..	" .....	" .....
16937	Dec. 3..	McCoy & Wilford, Ltd.....	Construct concrete dam at Bobcaygeon, Ont.
1908.			
17011	Feb. 12..	John Riley.....	Construct Section No. 2, Holland River Division.
17016	" 24..	The Randolph McDonald Co., Ltd.	Construct Rosedale section.
17042	Mar. 10..	Larkin & Sangster.....	Construct Section 1, Ontario-Rice Lake Division.

## WELLAND CANAL.

1907.			
16606	May 10..	Ontario Power Co. of Niagara Falls.	Supply electrical energy to operate grain elevator at Port Colborne, Ont.
16645	June 12..	W. E. Phin.....	Dredging at the Port Colborne entrance of the Canal.
16675	July 20..	M. Beatty & Sons, Ltd.....	Supply and deliver 104 driven lock gate operating machines.
16688	" 23..	Packard Electric Co.....	Deliver 100, 5-H.P., electric induction motors for lock gate mechanism.
16719	Aug. 22..	W. E. Phin.....	Widening of canal above Welland.
1908.			
17075	Mar. 27..	J. H. Kratz & Co.....	Timber, lumber, &c., for 1908.
17076	" 27..	M. Brennan & Sons Mfg. Co.....	" .....

H. F. ALWARD,  
Law Clerk.



8-9 EDWARD VII., A. 1909.

No.

WATER POWER and other Public Property leased by the Department of Railways and INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1902.		
*16574	Mar.	Louis Comeau.....	Land at Shediac, N.B.....
	1896.		
*16577	Aug. 31	Wm. Dishman.....	Land at Truro, N.S. ....
	1907.		
16582	Apl. 10	Town of Dalhousie.....	Privilege to lay and maintain water pipes at Dalhousie, N.B.....
16583	" 17	Alexander McLeod.....	Privilege to lay and maintain $\frac{3}{4}$ -inch water pipe across lands of I.C.R. at Pictou, N.S.....
16602	" 30	R. A. McMillan.....	Land at Charlo Station, N.B.....
16612	May 25	Pictou Cottage Hospital Board...	Privilege to lay and maintain 6-inch drain pipe across lands and under tracks of I.C. Ry. at Pictou, N.S.
16640	June 24	J. D. Demmings.....	Land at Conn's Mills.....
16663	July 5	Nova Scotia Telephone Co.....	Privilege to place and stretch telephone wires across lands and tracks of railway in counties of Colchester and Hants.....
16683	" 23	George Foster.....	Privilege to lay and maintain a 6-inch terra-cotta sewer pipe crossing railway property at St. John, N.B.....
16698	Aug. 1	R. J. Graham.....	Land at St. John, N.B. for cold storage purposes.....
16699	July 30	Nova Scotia Pure Milk Co., Ltd...	Land at Shubenacadie, N.S.....
16820	Oct. 1	The Margaree Coal & Ry. Co.....	Privilege of running powers over portion of I.C. Ry. from Orangedale to point southwest of McIntyre's Lake, C.B., N.S.....
16838	" 22	Town of Rimouski..	6 parcels of land at Rimouski.....
16839	" 19	Sutherland Rifle Sight Co.....	Land at New Glasgow, N.B.....
16843	" 30	E. H. McGregor.....	Land at Stewiacke, N.S.....
16844	" 30	Nova Scotia Telephone Co., Ltd...	Privilege to erect and maintain a telephone line upon and along right-of-way of St. Lawrence Branch of I.C. Ry.....
16848	Sept. 30	New Brunswick Cold Storage Co., Ltd.....	Sublease of land in St. John, N.B. under Lease No. 16698, August 1, 1907.....
16850	Nov. 8	D. H. Goodwin.....	Land at Stewiacke, N.S.....
16860	" 8	Norman C. McKay.....	Land at Eel River Station, N.B.....
16861	" 8	J. W. Laurie.....	Land at Oakfield Flag Station, N.S.....
16871	" 7	Town of Levis.....	Privilege to lay sewers, etc., across lands and under tracks of I.C. Ry. at Levis, P.Q.....
16940	Dec. 3	Timothy P. DeWolfe.....	Land at Bayfield Road, N.S.....
16942	" 3	Hugh K. McLean.....	Land at Woodburn, N.S.....
16946	" 7	Bell Telephone Co.....	Privilege to lay cable at Levis, P.Q.....
16953	" 16	Ovide Brouillard.....	Land and land covered with water at Nicolet, P.Q..
16960	" 23	A. D. Munro.....	Privilege to erect telephone on railway lands near Brown's Point Station, Pictou County, N.S.....
16963	" 24	G. W. Young.....	Privilege to lay, etc., a 6-inch sewer pipe across lands and under tracks of railway at Dartmouth, N.S...
	1908.		
16975	Jan. 8	McLeod & McLean.....	Land at Denmark, N.S.....
16976	" 8	Jno. Abrams & Sons.....	Land at Moncton, N.B.....
16983	" 9	Henry J. B. Woods (as Postmaster General of Newfoundland.	Land at North Sydney, N.S.....
16984	" 10	Agnes Weir.....	Land at Moncton, N.B.....
16989	" 31	T. F. Sherrard.....	"
16991	Feb. 1	H. McIntyre.....	Land at Mill Creek, N.B.....
17004	" 18	James Archibald.....	Privilege to lay, etc., a 1 $\frac{1}{2}$ inch pipe across land and under tracks of I.C. Ry. at Flatlands Station, N.B.



SESSIONAL PAPER No. 20

3.

Canals during the Twelve months forming the Fiscal Year ended March 31, 1908.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commence- ment. of Term.	TERMS OF PAYMENT.					
				Annual Rental.		Due each Year.		First Instalment Due.	
				\$ cts.					
1,925 sq. ft. ....		During pleasure...	March 1902	0	25	May 31..	May 31, 1902		
1,486 sq. ft. ....		"	July 1, 1896	1	00	June 30..	June 30, 1896		
....		"	" 1, 1906	1	00	July 1..	July 1, 1906		
....		"	" 1, 1906	1	00	" 1..	" 1, 1906		
427 sq. ft.....		"	" 1, 1906	1	00	" 1..	" 1, 1906		
....		"	" 1, 1906	1	00	" 1..	" 1, 1906		
600 sq. ft....		"	" 1, 1907	1	00	" 1..	" 1, 1907		
....		"	Mar. 1, 1907	10	00	Mar. 1..	Mar. 1, 1907		
....		"	June 1, 1907	5	00	June 1..	June 1, 1907		
....		63 years....	July 1, 1907	250	00	July 1..	July 1, 1907		
608 sq. ft.....		During pleasure...	" 1, 1907	20	00	" 1..	" 1, 1907		
23 miles.....		21 years renewable	Oct. 1, 1907	Sch. rates.....					
{ 0.9337 ac....		During pleasure...	Jan. 1, 1907	6	00	Jan. 1..	Jan. 1, 1907		
{ 1.414 ac....									
{ 0.314 ac....									
{ 0.67 ac....									
{ 1960 sq. ft. .									
{ 546 sq. ft. .									
5,370 sq. ft. ....		"	July 1, 1907	1	00	July 1..	July 1, 1907		
71 sq. ft.....		"	Aug. 1, 1907	1	00	Aug. 1..	Aug. 1, 1907		
....		"	" 1, 1907	5	00	Aug. 1..	Aug. 1, 1907		
25,210 sq. ft. ....		50 years.....	Sept. 30, 1907	251	00	July 1..	July 1, 1908		
106 sq. ft. ....		During pleasure...	July 1, 1907	1	00	" 1..	" 1, 1907		
2,500 sq. ft.....		"	" 1, 1907	1	00	" 1..	" 1, 1907		
3.33 acres.....		"	Apl. 1, 1907	5	00	Apl. 1..	Apl. 1, 1907		
....		99 years.....	Jan. 1, 1906	10	00	Jan. 1..	Jan. 1, 1906		
25 sq. ft. ....		During pleasure...	Oct. 1, 1907	0	25	Oct. 1..	Oct. 1, 1907		
340 sq. ft. ....		"	July 1, 1907	1	00	July 1..	July 1, 1907		
....		"	Nov. 1, 1907	3	00	Nov. 1..	Nov. 1, 1907		
1.43 acres...		21 years.....	Oct. 1, 1907	1	00	Oct. 1..	Oct. 1, 1907		
....		During pleasure...	July 1, 1907	1	00	July 1..	July 1, 1907		
....		"	" 1, 1906	1	00	" 1..	" 1, 1906		
598½ sq. ft. ....		"	" 1, 1907	1	00	" 1..	" 1, 1907		
{ 0.014 ac....		"	Nov. 1, 1907	20	00	Nov. 1..	Nov. 1, 1907		
{ 0.13 ac....									
325 sq. ft.....		"	Jan. 1, 1908	1	00	Jan. 1..	Jan. 1, 1908		
190¾ sq. ft.....		"	July 1, 1908	1	00	July 1..	July 1, 1907		
1607 sq. ft. ....		"	Dec. 1, 1907	12	00	Dec. 1..	Dec. 1, 1907		
0.487 ac.....		"	Jan. 1, 1908	5	00	Jan. 1..	Jan. 1, 1908		
....		"	Nov. 1, 1907	1	00	Nov. 1..	Nov. 1, 1907		



8-9 EDWARD VII., A. 1909.

WATER POWER and other Public Property leased by the Department of Railways and

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1908.		
17005	Feb. 18..	Francois Gagnon.....	Land at Cacouna, Que.....
17041	Jan. 25..	Town of Sackville.....	Privilege to lay, etc., a 12-inch sewer pipe across lands and under tracks of I.C. Ry. at Sackville, N.B....
17057	Mar. 21..	Town of Levis.....	Privilege to lay, etc., a 4-inch water pipe across lands and under tracks of I.C. Ry. at Levis, Que.....

BEAUHARNOIS

	1907.		
16954	Dec. 10..	McIntyre & Robert.....	Beauharnois Canal.....

CARILLON

	1908.		
17003	Feb. 13..	P. J. Chartrand & P. L. Turgeon (Liquidators of North River Power Co.	Lands on banks of North River, Concession 1, Town- ship of Chatham, County of Argenteuil, Quebec, water power, etc.

LACHINE

	1907.		
16573	Apl. 17..	D. Leroux & Co.....	Land on south side of canal, St. Gabriel Basin, Montreal
16603	" 27..	Wm. Rutherford & Sons Co., Ltd..	Land on south side of canal, St. Gabriel Basin, Montreal
16608	" 30..	Simplex Railway Appliance Co. of Canada, Ltd.	Lot No. 1004 and part of lot No. 1005, of Parish of Lachine, County of Jacques Cartier, Quebec.....
16628	May 25..	Paul Galibert.....	Land on south bank of canal, new lock No. 5, Lachine, Que.; privilege to lay and maintain water mains..
16636	June 4..	Farquhar Robertson.....	Lots 15, 16, 21 and 22, between St. Gabriel Basins 2 and 3, St. Ann's Ward, Montreal.....
16641	" 24..	Standard Paint Co. of Canada, Ltd..	Land on south side of canal, Parish of Lachine, Que., and privilege to lay and maintain a 12-inch and a 4-inch water pipe to factory on Cad. Lot No. 954 of said parish and draw water.....
16642	" 24..	Mount Royal Spinning Co., Ltd....	Privilege to lay and maintain two 12-inch pipes from canal to Cad. Lot No. 3929, Cote St. Paul, Mon- treal, and draw water.....
16643	" 24..	Montreal Warehousing Co.....	Privilege to put in pump well on canal lands in rear of south wall of New or South Basin No. 1 and to draw canal water from said well.....
16644	" 24..	" .....	Privilege to lay and maintain a 6-inch pipe to connect to a 3-inch pipe already laid on Cad. Lot No. 1479, St. Ann's Ward, Montreal, and draw water.
16649	" 26..	Hon. J. K. Ward.....	Land on N. W. side of canal, near Brewster's Bridge, St. Cunegonde, Parish of Montreal.....
16666	July 8..	Estate A. Cantin.....	4 parcels of land on N. W. side of canal, Montreal, with privilege to erect wharf.....
16668	" 9..	G. E. Jacques & Co.....	Occupy, etc., sheds 4 and 5 south side of Flour Basin No. 2.....
16693	" 30..	G. T. R. Co. of Canada.....	Privilege to lay, maintain and operate a siding on north bank of canal from main line to premises of Standard Chemical Co.....
16695	" 31..	" .....	Privilege to lay, etc., a siding on north bank of canal from main line to Cad. Lot No. 2287, St. Cune- gonde, Montreal, Que.....
16697	" 31..	" .....	Privilege to lay, etc., a siding on north bank of canal, continuation of existing siding above Brewster's Bridge, St. Cunegonde, Montreal.....
16716	Aug. 20..	The Canadian Lake & Ocean Navi- gation Co., et al.	Space in St. Gabriel Shed No. 1, St. Gabriel Basin No. 1.



SESSIONAL PAPER No. 20

Canals during the Twelve months forming the Fiscal Year ended, &c.—Continued.

RAILWAY—Continued.

Area.	Amount of Water Power.	Term.	Commence- ment. of Term.	TERMS OF PAYMENT.					
				Annual Rental.		Due each Year.		First Instalment Due	
				\$    cts					
2,500 sq. ft. . . . .		During pleasure..	Jan.    1, 1908	1	00	Jan.    1..	Jan.    1, 1908		
.....		“ ..	July    1, 1906	1	00	July    1..	July    1, 1906		
.....		“ ..	Jan.    1, 1908	1	00	Jan.    1..	Jan    1, 1908		

CANAL.

.....		20 years.....	Jan.    1, 1908	12,000	00	Jan.&July1	Jan.    1, 1908		
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CANAL.

104,544 sq. ft.	Surplus.....	21 years.....	Dec.    1, 1907	Land, \$20 00; Water power per H.P. \$2 00.		Dec.    1..	Dec.    1, 1907		
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CANAL.

6,000 sq. ft.....		During pleasure...	Apl.    1, 1907	96	00	Apl.    1..	Apl.    1, 1907		
{ 10,000 sq. ft. }		“ ..	Mar.    1, 1907	613	68	Mar.    1 ..	Mar.    1, 1907		
{ 28,356 sq. ft. }									
31·72 arp.....		22 yrs, renewable.	Jan.    1, 1907	1,261	86	Jan.    1..	Jan.    1, 1907		
20,000 sq. ft....		During pleasure...	May    1, 1907	150	00	May    1..	May    1, 1907		
67,648 sq. ft...		21 yrs, renewable.	June    1, 1907	2,705	92	June    1..	June    1, 1907		
1,200 sq. ft....		During pleasure...	“       1, 1907	113	00	“       1..	“       1, 1907		
.....		“ ..	“       1, 1907	1,560	00	“       1..	“       1, 1907		
.....		“ ..	“       1, 1907	1	00	“       1..	“       1, 1907		
.....		“ ..	“       1, 1907	60	00	“       1..	“       1, 1907		
6,600 sq. ft....		“ ..	“       1, 1907	264	00	“       1..	“       1, 1907		
.....		“ ..	Mar.    1, 1907	268	90	Mar.    1..	Mar.    1, 1907		
.....		“ ..	May    1, 1907	872	60	May    1..	May    1, 1907		
.....		Nineteen years...	July    1, 1906	1	00	July    1..	July    1, 1906		
.....		Eighteen years...	“       1, 1907	10	00	July    1.	“       1, 1907		
.....		“ ..	“       1, 1907	1	00	“       1..	“       1, 1907		
18,000 sq. ft....		During pleasure...	“       1, 1907	1,518	75	July&Jan.1	“       1, 1907		



8-9 EDWARD VII., A. 1909

WATER POWER and other Public Property leased by the Department of Railways and

LACHINE

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
1907.			
16732	Sept. 4..	The Montreal Rolling Mills Co....	Land in Town of St. Henri, P.Q.....
16753	" 16..	Dominion Car & Foundry Co.....	Privilege to erect and operate a temporary derrick on north bank of canal.....
16755	" 11..	G. A. Grier.....	Land (dry) and land covered with water on north side of canal, Montreal, with wharf and privilege to erect a wharf in front of present one.....
16777	" 28..	Canada Sugar Refining Co.....	Privilege to erect and maintain 2 elevators and conveyors.....
16818	Oct. 8..	George Hall Coal Co.....	Lots 7, 8, 9 and 10 on S. E. side of Wellington Basin, and wharf space and road along S. E. side of Wellington Basin and S. W. end Basin No. 2....
16863	Nov. 8..	G. T. Ry.....	Privilege to lay, maintain and operate a siding from railway's present tracks to premises of G. A. Grier & Sons.....
16866	" 13..	" .....	Privilege to lay, maintain and operate a siding 900 feet long on north bank of canal, leading from main line to works of Dominion Car & Foundry Co.....
16867	" 13..	" .....	Privilege to lay, etc., a siding from main line on north bank of canal to premises of Stinson Reeb Building Supply Co. at St. Henri, Que.....
16900	" 21..	Dowker, McIntosh & Co.....	Privilege to lay and maintain 3-inch pipe from canal to lessee's property on Cad. Lot No. 2152, St. Henri, Montreal; and draw water.....
16933	Nov. 28..	Mount Royal Spinning Co., Ltd....	Privilege to lay, etc., two 12-inch pipes from canal to Cad. Lot No. 3929, Cote St. Paul, Montreal, and draw water.....
16938	Dec. 3..	G. T. Ry.....	Part of lot No. 3605, Montreal, P.Q.....
16964	" 24..	School Commission of the Town of Lachine.	Land in Town of Lachine and privilege to build stone revetment wall.....
16970	" 30..	Mrs. M. H. Acer.....	Land at Point St. Charles, part of Cad. Lot No. 328, St. Ann's Ward, Montreal.....
1908.			
16995	Feb. 5..	Montreal Sand and Gravel Co.....	Lots 23 and 24 on west side of St. Gabriel Basin No. 2, Montreal, and wharf in front of said lots.....
16996	" 5..	" .....	Wharf lots on St. Gabriel Basin No. 1.....
16997	" 5..	" .....	Land at head of St. Gabriel Basin No. 2.....
17001	" 13..	Laurence & Robitaille.....	Storage lots 1 and 2 west of St. Gabriel Basin No. 4...
17018	" 28..	Dominion Bridge Co., Ltd.....	Privilege to erect, &c., a travelling derrick on canal lands near lessee's works at Lachine.....
17036	Mar. 5..	Stinson, Reeb, Builders Supply Co., Ltd.	Two parcels of land in Town of St. Henri, Montreal, and privilege to lay, &c., a 2-inch water pipe and draw water.....
17059	" 21..	Joseph Touzin.....	Land fronting St. Gabriel Basin No. 1, Montreal.....

RAPIDE PLAT

1907.			
16650	June 26..	C. R. Robertson, Esq.....	West ½ of lot 7, con. 1st, of tp. of Matilda, Co. of Dundas, Ont.....

RIDEAU

1907.			
16605	May 9..	Ottawa & New York Ry. Co.....	Land, Rideau Front, tp. of Nepean, Co. of Carleton....
16756	Sept. 17..	Frederick Hayter.....	Part of lot letter "N" Con. "B," tp. of Nepean, Hartwell's Lock Station, Carl ton County.....
16932	Nov. 28..	Village of Merrickville.....	Part of lot 9, con. "A," tp. of Woford, County of Grenville.....
1908.			
17006	Feb. 18..	Kingston Milling Co., Ltd.....	Part of lots 37 and 38, con. 4, tp. Kingston, county of Frontenac, Ont., and surplus water.



SESSIONAL PAPER No. 20

Canals during the Twelve months forming the Fiscal Year ended, &c.—Continued.

CANAL—Continued.

Area.	Amount of Water Power.	Term.	Commence- ment. of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$ cts.		
870 sq. ft.....		During pleasure...	Aug. 1, 1907	20 88	Aug. 1..	Aug. 1, 1907
		"				
4,937 sq. ft....		21 years.....	May 1, 1906	98 74	May 1..	May 1, 1906
		During pleasure...	Sept. 1, 1907	200 00	Sept. 1..	Sept. 1, 1907
72,505 sq. ft....	}	"	June 1, 1907	4,465 08	June 1..	June 1, 1907
38,867 sq. ft....			Aug. 1, 1907	1 00	Aug. 1..	Aug. 1, 1907
		Eighteen years...	July 1, 1907	144 00	July 1..	July 1, 1907
		"	" 1, 1907	1 00	" 1..	" 1, 1907
		During pleasure...	Oct. 1, 1907	60 00	Oct. 1..	Oct. 1, 1907
		"	June 1, 1907	1,560 00	May 1..	May 1, 1907
10.68 arp.....		21 years, 5 months	Nov. 1, 1907	427 20	Nov. 1..	Nov. 1, 1907
8041.8 sq. ft. .		During pleasure...	Dec. 1, 1907	1 00	Dec. 1..	Dec. 1, 1907
60,000 sq. ft .		9 years.....	Dec. 1, 1907	1,800 00	Dec. 1..	Dec. 1, 1907
43,740 sq. ft...		During pleasure...	Jan. 1, 1908	1,300 00	Jan. 1..	Jan. 1, 1908
{ 6,300 sq. ft . }		"	" 1, 1908	260 00	" 1..	" 1, 1908
{ 2,375 sq. ft . }		"	Feb. 1, 1908	160 00	Feb. 1..	Feb. 1, 1908
5,250 sq. ft....		"	Jan. 1, 1908	500 00	Jan. 1..	Jan. 1, 1908
{ 10,492 sq. ft.. }		"	" 1, 1908		" 1..	" 1, 1908
{ 8,554 sq. ft .. }		"	" 1, 1908	100 00	" 1..	" 1, 1908
		"	" 1, 1908	180 00	" 1..	" 1, 1908
7,500 sq. ft....		"	" 1, 1908	100 00	" 1..	" 1, 1908
3,375 sq. ft....		"	" 1, 1908		" 1..	" 1, 1908

CANAL.

2.2 acres.....	During pleasure...	May 1, 1907	Labour performed	May 1..	May 1, 1907
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CANAL.

2½ acres.....	21 years.....	May 1, 1907	100 00	May 1..	May 1, 1907
0.88 acres.. .	During pleasure..	Sept. 1, 1907	2 00	Sept. 1..	Sept. 1, 1907
3,600 sq. ft....	21 years.....	Nov. 1, 1907	6 00	Nov. 1..	Nov. 1, 1907
7 acres.....	21 years.....	May 1, 1908	191 00	May 1..	May 1, 1908
40   43 acres.					



8-9 EDWARD VII., A. 1909

WATER POWER and other Public Property leased by the Department of Railways and ST. ANNE'S

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1907.		
16959	Dec. 23..	The Provincial Light, Heat & Power Co.	Privilege to erect and maintain 2 iron lattice towers on lower portion of guide pier between locks at St. Anne de Bellevue, Que. ....

TRENT

	1907.		
16669	June 27..	The Dickson Co. of Peterborough..	Renewal of lease No. 8512 of surplus water above Lakefield dams.....
	1908.		
17002	Feb. 1..	Crushed Stone, Ltd.....	Part lot 32 con. 8, tp. of Eldon, part lot 1, con. 8, tp. Carden, Victoria county; privilege to take stone piled thereon.....

WELLAND

	1907.		
16584	Apl. 10..	Ontario Power Co. of Niagara Falls.	Two parcels of land in town of Welland with certain privileges.....
16610	May 10..	Town of Thorold.....	Land in town of Thorold and privilege to draw water..
16629	" 27..	Bell Telephone Co.....	Lay and maintain telephone line along canal feeder between Port Maitland and Dunnville.....
16676	July 20..	Town of Thorold.....	Privilege to lay, &c., a 10-inch water pipe across the lands and under the old Welland canal at lock No. 24.....
16821	Oct. 4..	James Lynch.....	Part lot No. 203, tp. Thorold, county of Welland, Ont..
16822	" 5..	Penmans, Ltd.....	Surplus water above lock 22, old canal.....
16840	" 19..	Waterworks Comm'n of St. Catharines.	Privilege to lay and maintain 4-inch pipe across canal lands.....
16868	" 25..	Canada Southern Ry.....	Privilege to lay, &c., two 6-inch intake pipes near swing bridge south of town of Welland, and draw water.....
16869	Nov. 13..	William Minnis.....	Part of lot 27, con. 7, tp. Crowland, county of Welland, province of Ontario, and right of way over 10 feet wide.....
16931	" 28..	The Ontario Steel & Iron Co., Ltd..	Privilege to lay, &c., a water pipe from canal to lessee's works, and draw water.....
16939	Dec. 3..	R. W. Leonard.....	Land and land covered with water, parts of lots 27, 28 and 29, tp. of Thorold, county of Welland.....
16966	" 4..	Electric Metals Co.....	Privilege to lay, &c., a 3-inch pipe from canal to lessee's works, and draw water.....
16985	1908. Jan. 15..	Town of Welland.....	Part of lots Nos. 25 and 26, east side of new canal, con. 5, tp. of Crowland, county of Welland, Ont..



SESSIONAL PAPER No. 20

Canals during the Twelve months forming the Fiscal Year ended, &c.—*Concluded*.  
LOCK.

Area.	Amount of Water Power.	Term.	Commence- ment. of Term	TERMS OF PAYMENT. <sup>1</sup>		
				Annual Rental.	Due each Year.	First Instalment Due.
				\$ cts.		
.....	.....	During pleasure...	Sept. 1, 1907	30 00	Sept. 1..	Sept. 1, 1907

CANAL.

.....	.....	21 years.....	Feb. 3, 1906	.....	.....	.....
1.61 acres.....	.....	During pleasure...	Jan. 1, 1908	20 00	Jan. 1	Jan. 1, 1908

CANAL.

.....	.....	During pleasure...	Jan. 1, 1907	30 00	Jan. 1..	Jan. 1, 1907
6.96 acres.....	.....	" ..	Dec. 1, 1906	80 00	Dec. 1..	Dec. 1, 1906
.....	.....	" ..	May 1, 1907	20 00	May 1..	May 1, 1907
.....	.....	" ..	" 1, 1907	5 00	" 1..	" 1, 1907
7.3 acres.....	.....	" ..	Sept. 1, 1907	8 00	Sept. 1..	Sept. 1, 1907
.....	150 H. P....	21 years.....	July 1, 1907	4 00	July 1..	July 1, 1907
.....	.....	During pleasure..	Oct. 1, 1907	5 00	Oct. 1..	Oct. 1, 1907
.....	.....	" ..	" 1, 1907	25 00	" 1..	" 1, 1907
48   100 acres..	.....	" ..	July 1, 1907	10 00	July 1..	July 1, 1907
.....	.....	" ..	Nov. 1, 1907	100 00	Nov. 1..	Nov. 1, 1907
53.84 acres....	.....	" ..	" 1, 1907	100 00	" 1..	" 1, 1907
.....	.....	" ..	" 1, 1907	100 00	" 1.	" 1, 1907
3.13 acres.....	.....	" ..	Dec. 1, 1907	1 00	Dec. 1..	Dec. 1, 1907

H. F. ALWARD,  
Law Clerk.



No.

PROPERTY CONVEYED to the Department of Railways and Canals and Letters Patent

CANADIAN PACIFIC

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1907.		
16979	June 7.	Town of Emerson.....	Lots 51 and 52 .....
	1908.		
17073	Mar. 19.	His Majesty to C.P.R.....	" .....
	1884.		
*17095	Jan. 12.	Wm. Nelson.....	Part lot 248, group 1.....
*17096	" 8.	Jno. McKenney & Jas. Lindsay..	" .....

INTERCOLONIAL

	1907.		
16671	Apl. 25.	James Ennis <i>et ux</i> .....	Land at.....
16672	" 15.	Lauchlin McDonald <i>et ux</i> .....	Land between.....
16673	" 15.	Mary A. MacNamara.....	Land at.....
16674	June 3.	Laura C. Cunard <i>et al</i> .....	" .....
16706	Apl. 23.	Gerald B. Ternan.....	" .....
16724	July 22.	Benjamin D. Rogers..	" .....
16728	June 3.	Flora McKinnon.....	" .....
16729	May 18.	Margaret McDonald.....	" .....
16730	June 28.	Wm. Stairs Son & Morrow, Ltd..	" .....
16734	" 5.	Rachel Kilpatrick.....	Land on west side of Vickers st .....
16740	July 5.	Alexander Boyd.....	" .....
16741	" 5.	James Toomey.....	" .....
16742	June 28.	Nova Scotia Steel & Coal Co.....	Land in and between.....
16745	" 18.	Rebecca Matson.....	Land on E. side of Upper Water st.....
16757	May 16.	Henry Vickers <i>et ux</i> .....	Land on S. and E. sides of McKay st.....
16762	July 13.	Walter U. Jones.....	Land on E. side line of Campbell road.....
*16786	Mar. 28.	Peter Grant <i>et ux</i> .....	Land at.....
16823	July 30.	Thomas Flynn.....	Land on S. side of Upper Water st.....
16824	" 22.	Frances R. Rogers <i>et al</i> .....	Land on W. ....
16826	" 8.	Laura C. Cunard <i>et al</i> .....	Land at.....
16870	May 6.	Henry R. Turnbull, <i>et ux</i> .....	" .....
16925	Aug. 19.	Levi Hart.....	Land on W. side of Upper Water st.....
16926	Sept. 9.	Catharine Mahon.....	Land at.....
16927	" 3.	Andre Cantin.....	Part lot 256.....
16972	Nov. 26.	Bank of Montreal.....	Right of way on parcel of land for purpose of laying pipe line to supply water to railway tank.
16987	Nov. 16.	Daniel L. Hannington—trustee Chas, Jones, &c.	Privilege to enter lands of Chas. Jones of Moncton, N.B., and to construct a pipe line for sewer purposes....
	1908.		
17012	Jan. 6.	Henry R. Emmerson.....	Land at.....
	1907.		
17013	Dec. 14.	Wm. Schwartz, <i>et al</i> .....	" .....
17019	Oct. 18.	Donald Blue, <i>et ux</i> .....	" .....
	1906.		
*17043	Sept. 20.	Wm. J. Watts.....	Parts of lots 158, 159, 169, 170, 183, 184, 209, 210, 225, 226, 255 and 256.

\* Too late for last year's report



SESSIONAL PAPER No. 20

4.

granted during the Twelve months forming the Fiscal Year ended March 31, 1908.

RAILWAY.

District.	Country.	Area.	Account.	Remarks.
			\$ cts.	
Emerson, Man. . . . .			1 00	
" . . . . .				Letters Patent
New Westminster, B.C. . . . .		2.47 ac....	108 00	
" . . . . .		0.38 ac....	400 00	

RAILWAY.

Bedford.....	Bedford, N.S.....	0.07 ac..	500 00	
N. Sydney & Sydney Mines.	Cape Breton, N.S.....	1,350 sq. ft..	100 00	
Sydney Mines.....	" .....	2,568.75 sq. ft.	100 00	
Halifax, N.S.....	Halifax, N.S.....	357,733 sq. ft...	187,366 66	
Bedford.....	Bedford, N.S.....	0.038 ac..	50 00	
Stellarton.....	Pictou, N.S.....	0.65 ac....	1,508 55	
Sydney Mines.....	Cape Breton, N.S.....	4,200 sq. ft....	800 00	
North Sydney.....	" .....	392 sq. ft....	200 00	
Halifax.....	Halifax, N.S.....	12,792 sq. ft....	7,963 36	
Sydney Mines.....	Cape Breton, N.S.....	7,960 sq. ft....	1,000 00	
" .....	" .....	8,151 sq. ft....	1,500 00	
" .....	" .....	7,990 sq. ft....	2,000 00	
" .....	" .....	140,600 sq. ft.. }	7,166 90	
		16.67 ac.. }		
Halifax.....	Halifax, N.S.....	2,405 sq. ft....	5,000 00	
Sydney Mines.....	Cape Breton, N.S....	19,460 sq. ft....	400 00	
Halifax.....	Halifax, N.S.....	0.024 ac..	100 00	
River John.. ..	Pictou, N.S. ....	0.017 ac....	30 00	
Halifax.....	Halifax, N.S.....	2,754 sq. ft.. .	7,000 00	
" .....	" .....	12,382 sq. ft....	8,494 25	
North Sydney.....	Cape Breton, N.S.....	28,710 sq. ft....	500 00	
Stanley.....	York, N.B.....	1.86 ac....	200 00	
Halifax.....	Halifax, N.S.....	16,643 sq. ft....	11,148 70	
Bedford.....	" .....	0.25 ac....	250 00	
St. Jean Chrysostome.....	Levis, Que.....	1.5 arp....	350 00	
Upper Cross Creek. Stan- ley.	York, N.B.....		100 00	
Moncton, N.B.....	Westmoreland.....		100 00	
Moncton.....	" .....	1.946 ac...	389 20	
" .....	" .....	1.189 ac...	214 00	
Blue's Crossing.....	Inverness, N.S.....	14,750 sq. ft....	30 00	
Drummondville.....	Drummond, P.Q.....	1.03 ac....	1,030 00	



8-9 EDWARD VII., A. 1909

PROPERTY CONVEYED to the Department of Railways and Canals and Letters  
INTERCOLONIAL.

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1907.		
17044	Nov. 30.	Patrick M. Duggan, <i>et ux</i> .....	Land at.....
	1908.		
17045	Jan. 23.	John F. Miles.....	" .....
	1907.		
*17046	Oct. 19.	Hector McInnis, <i>et ux</i> .....	Land on W. side of Upper Water st.....
	1906.		
*17047	Sept. 28.	William Comette.....	Part lot No. 153, range 3rd.....
*17048	" 29.	Arthur Berard.....	" .....
	1908.		
17054	Jan. 1.	Hiram W. Yuill, <i>et ux</i> .....	Land at.....
	1907.		
*17058	Nov. 1.	George Thompson, <i>et ux</i> .....	" .....
17080	June 5.	Allen E. Morrison, <i>et ux</i> .....	" .....
17110	Dec. 6.	Daniel Fogarty, <i>et al</i> .....	" .....
17111	Sept. 21.	W. F. Humphrey, <i>et ux</i> .....	" .....
	1902.		
*17125	June 15.	Margaret McDonald, <i>et al</i> .....	" .....
	1908.		
17129	Feb. 27.	John Mackenzie, <i>et ux</i> .....	Land at James River Ballast Pit.....
17170	Mar. 12.	Sarah Lockhart, <i>et al</i> .....	Land at Harris Mill Stream.....
17171	Jan. 16.	Jno. A. Thompson, <i>et ux</i> .....	Land on W. side of Upper Water st.....
17179	Feb. 29.	Alf. J. Nicholson, <i>et ux</i> .....	Land on Kempt Road.....
	1907.		
17186	Aug. 17.	Wm. McLean, <i>et ux</i> .....	Land at.....
	1908.		
17191	Mar. 27.	Edgar Dixon, <i>et ux</i> .....	" .....
	1907.		
17192	Nov. 1.	Silas W. Copp, <i>et ux</i> .....	" .....
17193	" 1.	Henry C. Read, <i>et ux</i> .....	" .....
	1908.		
17195	Feb. 26.	Wm. A. Hendry.....	Land on E. side of Kempt Road.....
17197	Mar. 31.	Lucretia O. Ross Nicolle.....	Parcel of land at.....
	1905.		
*17198	May 1.	George Routhier.....	" .....
	1908.		
17199	Mar. 11.	Catharine A. Stephenson.....	" .....
	1907.		
17206	Sept. 21.	J. A. Humphrey & Son, Ltd.....	" .....
	1908.		
17207	Mar. 23.	Wm. F. Humphrey, <i>et ux</i> .....	" .....

\* Too late for last year's report.



## SESSIONAL PAPER No. 20

Patent granted during the Fiscal Year ended March 31, 1908—*Continued.*RAILWAY—*Continued.*

District.	Country.	Area.	Amount.	Remarks.
			\$ cts.	
Lakeview.....	Halifax, N.S.....	0·83 ac....	228 25	
Gibson.....	York, N.B.....	218·5 sq. ft..	5 00	
Halifax....	Halifax, N.S.....	9,413 sq. ft....	5,800 00	
Drummondville.....	Drummond, P.Q.....	0·23 ac....	230 00	
".....	".....	0·172 ac...	129 00	
Truro.....	Truro, N.S.....	0·46 ac....	700 00	
Pugwash.....	Cumberland, N.S.....	2 ac.....	200 00	
East Mines.....	Colchester, N.S.....	1 ac.....	275 00	
Moncton.....	Westmorland, N.B.....	1·21 ac....	121 00	
Humphreys.....	".....	0·09 ac....	25 00	
Stellarton.....	Stellarton, N.S.....	3,749 sq. ft....	75 00	
Antigonish.....	Antigonish, N.S.....	1 ac.....	75 00	
Moncton.....	Westmoreland, N.B.....	1·01 ac....	101 00	
Halifax.....	Halifax, N.S.....	6,846 sq. ft....	5,839 79	
Halifax.....	Halifax, N.S.....	11,150 sq. ft....	2,278 96	
Springhill Jct.....	Cumberland, N.S..... {	0·282 ac... 0·115 ac... 0·115 ac... }	175 00	
Sackville.....	Westmoreland, N.B.....	2·77 acres.	700 00	
Sackville.....	Westmoreland, N.B.....	0·1 acre...	100 00	
Sackville.....	Westmoreland, N.B.....	0·58 acre..	116 00	
Halifax.....	Halifax, N.S.....	{ 3,600 sq. ft.... 2,250 sq. ft.... }	500 00	
Mulgrave.....	Guysborough.....	11,832 sq. ft....	1,200 00	
Chaudiere Jct.....	Levis, P.Q.....			
Portland, N.B.....	St. John, N.B.....	2,960 sq. ft....	3,000 00	
Humphreys.....	Westmorland, N.B.....	{ 1·23 ac.. 0·21 ac.. }	500 00	
".....	".....	"	1 00	



8-9 EDWARD VII., A. 1909

PROPERTY CONVEYED to the Department of Railways and Canals and Letters  
INTERCOLONIAL

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1906.		
*17251	June 11..	Desiré Poulin.....	Part of Cad. lot No. 172.....
*17252	" 11..	F. X. Guilbert.....	" " " " " " " " " " " "
*17276	Mar. 31..	Wm. N. Gray, <i>et ux</i> .....	Land at.....

PRINCE EDWARD

	1900.		
*17218	Mar. 1..	Jno. Wood, <i>et ux</i> & Leonard Wood.	Land at.....

CORNWALL

	1908.		
17098	Feb. 22..	P. N. Tait, <i>et ux</i> .....	Part lot No. 1 Sheik's Island.....

RIDEAU

	1905.		
*16853	Dec. 26..	Nicholas C. Sparks, <i>et al</i> .....	Release of all claims in parcel of land and land covered with water in Ottawa City, Ont., being part of lot "C" con. "C," Rideau Front.
	1906.		
*16854	Feb. 2..	The Toronto General Trusts Corporation.	Release of all claims in parcel of land and land covered with water in Ottawa city, Ont., being part of lot "C," con. "C," Rideau front.
*16855	Feb. 3..	" " " " " " " " " " " "	" " " " " " " " " " " "
*16956	Mar. 2..	Quebec Bank.....	" " " " " " " " " " " "
*16857	July 27..	Hudsons Bay Co.....	" " " " " " " " " " " "
*16858	Feb. 10.	Eleanor Heney.....	" " " " " " " " " " " "

TRENT

	1906.		
*16700	Dec. 4..	Wm. G. Folliot, <i>et al</i> .....	Parts of lots 6, 9, 10, 11, 12, 13, 14 and 15 on N. side of King st. in.
	1907.		
16701	May 15..	" " " " " " " " " " " "	Part of lot 12 on N. side of King st.....

WELLAND

	1907.		
16961	Oct. 26..	Wm. G. Burgar, <i>et al</i> .....	Parts of lot No. 238.....

\* Too late for last year's report.



SESSIONAL PAPER No. 20

Patent granted during the Fiscal Year ended March 31, 1908—*Concluded.*

RAILWAY—*Continued.*

District.	Country.	Area.	Amount.	Remarks.
			\$ cts.	
St. Rosalie, Que.....	Bagot, P.Q.....	0·063 ac...	25 00	
".....	".....	3·236 ac...	1,341 13	
Prince's Lodge.....	Halifax, N.S.....	0·05 ac....	150 00	

ISLAND RAILWAY.

No. 48.....	Queen's, P.E.I.....	2·57 ac....	87 10	
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CANAL.

Cornwall.....	Stormont, Ont.....	1·98 ac....	495 00	
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CANAL.

Nepean.....	Carleton, Ont.....		80,000 00	
Nepean.....	Carleton .....		7,696 51	Covered by Release No. 16853.
" .....	" .....		962 06	" "
" .....	" .....		3,156 86	Covered by Releases Nos. 16854 & 16855.
			debts.	
			80 54	
			costs	
			13,568 51	" "
			debts.	
			43 81	
			costs	
" .....	" .....		5,264,36	" "
			debts.	
			25 26	
			costs.	

CANAL.

Balsover.....	Victoria.....	{ 0·01 ac.. 0·003 ac 0·47 ac.. }	125 00	
" .....	" .....	0·05 ac ...	1 00	

CANAL.

Thorold.....	Welland, Ont.....	{ 0·074 ac. } 0·819 ac. }	300 00	
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H. F. ALWARD,  
*Law Clerk.*



8-9 EDWARD VII., A. 1909

No. 5.

DAMAGES released to the Department of Railways and Canals during the Twelve months forming the Fiscal Year ended March 31, 1908.

INTERCOLONIAL RAILWAY.

No. of Re-lease.	Date of Signature.		Grantor.	Description.	Amount.
	1907.				\$ cts.
16635	May	31..	W. O. Cutler.....	Claim for loss of furniture and personal effects in burning of I.C.Ry. station at McIntyre's lake, N.S., on or about May 1, 1905.	250 00
16789	July	21..	Janey Thibideau.....	For damages consequent upon death of husband through an accident at or near Beaver brook.	800 00
16790	July	26..	Caius McLellan.....	From damages for injuries sustained through an accident at or near Beaver brook.	460 00
16791	"	26..	Chas. LeBreton.....	From damages for infuries sustained through an accident at or near Beaver brook.	375 00
16792	"	21..	Wm. Condren.....	From damages for injuries sustained through an accident at or near Beaver brook.	140 00
16793	"	31..	Geo. R. Campbell.....	From damages for injuries sustained through an accident at or near Beaver brook.	145 00
16794	"	30..	James Wright.....	From damages for injuries sustained through an accident at or near Beaver brook.	150 00
16795	"	30..	Wm. Stewart.....	From damages for injuries sustained through an accident at or near Beaver brook.	120 00
16796	"	30..	Wm. F. Black.....	From damages for injuries sustained through an accident at or near Beaver brook.	400 00
16797	"	30..	Howal Jaffrey.....	From damages for injuries sustained through an accident at or near Beaver brook.	120 00
16798	"	30..	Andrew P. Cobb.....	From damages for injuries sustained through an accident at or near Beaver krook.	120 00
16799	"	30..	Thos. F. Norton.....	From damages for injuries sus ained through an accident at or near Beaver brook.	124 00
16800	"	30..	Wm. Galliah.....	From damages for injuries sustained through an accident at or near Beaver brook.	124 00
16801	April	29..	Ed. E. Benson.....	From damages for injuries sustained through an accident at or near Beaver brook.	191 25
16802	"	26..	James Gardner.....	From damages for injuries sustained through an accident at or near Beaver brook.	139 10
16803	"	26..	Elias Astles.....	From damages for injuries sustained through an accident at or near Beaver brook.	140 00
16804	"	26..	John McDonald.....	From damages for injuries sustained through an accident at or near Beaver brook.	136 00
16805	"	26..	Wm. Allison. . . . .	From damages for injuries sustained through an accident at or near Beaver brook.	136 00
16806	"	29..	Walter Galley.....	From damages for injuries sustained through an accident at or near Beaver brook.	100 00
16807	"	29..	Wilbur Tushie.....	From damages for injuries sustained through an accident at or near Beaver brook.	118 10
16808	"	26..	Jno. McCallum . . . . .	From damages for injuries sustained through an accident at or near Beaver brook.	152 80
16809	"	29..	James McDonald . . . . .	From damages for injuries sustained through an accident at or near Beaver brook.	142 00
16810	"	29..	Charles Keating.....	From damages for injuries sustained through an accident at or near Beaver brook.	147 90
16811	"	29..	William McRae.. . . . .	From damages for injuries sustained through an accident at or near Beaver brook.	123 60
16812	"	29..	Wm. Kitchen.....	From damages for injuries sustained through an accident at or near Beaver brook.	144 80
	1908.				
17050	Mar.	3..	Certain employees of the I.C.Ry. and Temiscouata Railway Co.....	Acquitting His Majesty and said company of all claims and demands consequent upon the use of a bridge over Riviere du Loup.	
17082	Feb.	13..	Margaret E. Snowball, <i>et al.</i>	All claims in a certain parcel of land at Chatham, N.B.	19,000 00



SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Twelve months forming the Fiscal Year ended March 31, 1908—*Continued.*

CHAMBLY CANAL.

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1907.			\$ cts.
16708	Aug. 5..	Town of St. Johns. ....	For all claims, &c., arising out of or incidental to any extra or additional expense in connection with construction, &c., of conduit of pipe under canal by reason of canal being located between Richelieu river and St. Johns.	8,000 00
	1906.			
*17049	Aug. 4..	Cecile Briggs and Arsene Godin.	For damages by flooding to lot No. 217, parish of St. Luc, county of St. Johns, Que.	2,000 00

CORNWALL CANAL.

	1907.			
16638	May 31..	Elburn Pitts. ....	Re claims arising out of damages by flooding to parts of lots 1 and 2, on Sheiks island, Cornwall, Ont.	200 00

GALOPS CANAL.

	1907.			
16901	Nov. 15..	Mahlon Ford Beach. ....	For damages caused by the cutting off of water-power granted under lease 3,447, dated December 16, 1871, consequent upon improvements to the Galops Canal.	23,959 00

RIDEAU CANAL.

	1907.			
16679	June 27..	Jno. Carmichael. ....	For claims arising out of damages to E. ½ of lot 3, con. 6, township of Storrington, county of Frontenac, Ont., caused by raising of waters of canal.	22 10
	1905.			
16853	Dec. 26..	Nicholas C. Sparks, <i>et al.</i> ...	Of all claims in parcel of land and land covered with water in Ottawa, being parts of lot letter "C" concession "C", Rideau front, township of Nepean, county of Carleton, Ont.	80,000 00
	1906.			
16854	Feb. 2..	Toronto Gen. Trusts Corp'n	" " "	7,696 51
16855	" 3..	"	" " "	62 06
16856	Mar. 2..	Quebec Bank. ....	" " "	{ Debts,
				{ 3,156 86
				{ Costs,
				{ 80 54
16857	July 27..	Hudson's Bay Co. ....	Of all claims in parce of land and land covered with water in Ottawa, being parts of lot letter "C" concession "C," Rideau front, township of Nepean, county of Carleton, Ont.	Debts,
				13,568 51
				Costs,
				43 81
16858	Feb. 10..	Eleanor Heney. ....	" " "	Debts,
				5,264 36
				Costs,
				25 26

\* Too late for last year's report.



8-9 EDWARD VII., A. 1909.

DAMAGES released to the Department of Railways and Canals during the Twelve months forming the Fiscal Year ended March 31, 1908—*Concluded.*

RIDEAU CANAL—*Continued.*

No. of Re-lease.	Date of Signature.		Grantor.	Description.	Amount.
	1907.				
16904	June	20.	Jno. R. Curry. ....	For damages to property, &c., caused by the break- ing of the Poonamalie dam, in April, 1904.	950 00
16905	"	20.	Jno. McEwan. ....	" " "	1,000 00
16906	"	20.	Robinson & Son.....	" " "	450 00
16907	"	19.	Johnston & McGregor.....	" " "	265 00
16908	"	20.	Fred. A. Crate... ..	" " "	410 00
16909	"	1.	Adam Foster.....	" " "	575 00
16910	"	20.	R. J. Brodie (Wood estate).	" " "	1,757 00
16911	"	20.	The Gould Mfg. Co., Ltd...	" " "	150 00
16912	"	20.	The Citizens' Electric Co., Ltd.	" " "	50 00
16913	"	19.	James H. Gould. ....	" " "	131 80
16914	"	19.	The Smith's Falls Electric Power Co., Ltd.	" " "	800 00
16915	"	20.	Matthew Ryan.....	" " "	235 00
16916	"	21.	Jno. J. Smith....	" " "	670 00
16917	"	20.	Geo. Steele & W. J. Steele	" " "	60 00
16918	"	21.	Andrew W. Bell. ....	" " "	3,754 00
16919	"	20.	Edward Kennedy.....	" " "	150 00
16920	"	20.	Bertha A. Chester....	" " "	175 00
16921	"	20.	Village of Merrickville.....	" " "	325 00
16922	"	20.	Geo. B. Magee...	" " "	225 00
16923	"	20.	United Counties of Leeds and Grenville.	" " "	500 00
16924	"	22.	County of Lanark.....	" " "	500 00

TRENT CANAL.

	1907.				
16615	May	18.	Hugh Burnet.....	Claims arising out of contract and construction of Otonabee river dam.	19,016 00
16670	June	22.	Joseph Clarke. ....	Claims arising out of damages to S $\frac{1}{2}$ . of lot No. 3, con. 3, tp. of South Monaghan, county of North- umberland, Ont.	1,500 00
16680	"	28.	Wm. J. Hanbridge <i>et al.</i> ..	Claims arising out of damages by water to parts of lots 18 and 19, con. 16, and to broken lot 18, con. 17, tp. of Otonabee, county of Peter- borough, Ont.	1,500 00
16704	"	6.	Zaccheus Burnham <i>et al.</i> ..	Claims arising out of damages by flooding and soak- age to several parcels of land in city of Peter- boro', Ont.	1,500 00
16705	"	26.	Joseph Ball, <i>et ux.</i> .....	Claims arising out of damage by soakage to lot 30, east of Rogers street, Peterboro', Ont.	300 00
16709	July	16.	Hon. Jas. R. Stratton, <i>et ux</i>	For damages to island 19A, County of Peterborough, Ont., due to high water in Stoney lake.	500 00
16898	Oct.	25.	Alice J. Hubbs .....	For damage to property in City of Peterboro', Ont, consequent upon construction of Trent canal.	1,000 00
17149	Dec.	23.	Henry H. Turnbull.....	For damages to crops on N. $\frac{1}{2}$ of lot 7, con. 10, tp. of Thorah, county of Ontario, Ont., caused by seepage from canal.	75 00

H. F. ALWARD,  
*Law Clerk.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 23, 1908.



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